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M 5807(1), (2) M 5815(1)

CRUSE AVENUE - NORTH LAST CHANCE GULCH AND

NORTH MAIN TO MONTANA AVENUE

AT

HELENA, MONTANA

May 27, 1981

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Transcript prepared by:
Department of Highways
Preconstruction Bureau
Helena, MT
June, 1981

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NOTICE OF A LOCATION PUBLIC HEARING

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A location public hearing :M 9807(1), (2)



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A Location Public Hearing will be held in the City-County Building, Commission Room #330 in Helena, Montana on Wednesday, May 27, 1981 at 7:30 P.M. Highway personnel, the Consultants and displays will be available for informal discussion in the afternoon, from 1:00 P.M. to 5:00 P.M.

The proposal is for the proposed extension of Cruse Ave. from 6th Ave. E., northerly to 11th Ave. or North Last Chance Gulch in the vicinity of Helena Ave. Also the extension of Last Chance Gulch or Main St., northerly to Montana Ave. will be discussed.

The work would provide a 2-way, 2 lane roadway with parking from 6th Ave. E. to 11th/Neil Ave. From Neil Ave. northerly to Lyndale, the project would provide a 2-way, 2 lane roadway, with 2 parking lanes and a 10' painted median. From Lyndale to Montana Ave. the roadway would be 4 lane with a 14' median at Lyndale and from Chestnut northeasterly to the end. All sections would have curbs, gutters and sidewalks on each side. Some new right-of-way would be required.

A copy of the Draft Environmental Impact Statement on environmental considerations, along with maps, drawings, and other pertinent information relating to this project will be available for public inspection and copying at the Department of Highway Offices in Butte and Helena, Montana. The tentative schedule for right-of-way acquisition and construction, as well as relocation assistance will be discussed.

INVITATION IS HEREBY EXTENDED TO ALL INTERESTED PERSONS to attend said Hearing, and if they so desire, to submit written briefs or verbal arguments either for or against the project. Written statements will also be accepted for ten (10) days following the Hearing by the Department of Highways in Helena, Montana.

Dated April 20, 1981.

Projects: M-5815 (1) Cruse Avenue
M-5807 (1) N. Last Chance Gulch
M-5807 (2) Lyndale to
Montana Ave.

FOR

Wm. A. Bluh
GARY J. WICKS

Director of Highways

The following is a transcript of a Highway Department Public Hearing held in City-County Building Commission Room in Helena, Montana on Wednesday, May 27, 1981 at 7:30 P.M. relating to the proposed location features of a highway construction project on 1.5 miles of urban streets, beginning at Cruse and 6th Avenue and extending northerly across Lawrence and 11th Avenue to the Neil Avenue, Helena Avenue, Last Chance Gulch intersection hence on Last Chance Gulch to Lyndale continuing northerly on North Main across the BN tracks, then north easterly to Montana Avenue.

The Project will consist of some two-lane and four-lane, with parking, turn bays, new or widened structures over the railroad, and traffic control devices as needed.

The following Department of Highways' personnel attended the hearing:

Joe Micheletti, Supervisor-Field Right-of-Way Section, Butte
Ray Bozman, R. W. Agent
Gordon Larson, Supervisor-Consultant Design Section, Helena
Bill Cloud-Planning Research Bureau
Bill Stephenson, Assistant Manager-Public Hearings Unit, Helena
Dan Bartsch, Manager-Public Hearings Unit, Helena

The Federal Highway Administration was represented by H. J. "Ollie" Ollila.

The Consultant Firm of Koehnlein, Lightowler, Johnson had John Kelly, Project Engineer and Clete Dailey, Traffic Engineer present.

T R A N S C R I P T

D. BARTSCH: Good evening and welcome to our Location Hearing on the Cruse Avenue project. As many of you know, we have had two informal informational meetings, at which time we took the input of those that attended and submitted statements and incorporated it into our review of the project. We have made a couple of changes from the main alternates that were being considered at those meetings.

Tonight is the formal Location Hearing. A quick background of what will happen later, after this Hearing, hopefully an alternate will be chosen, the location will be approved and then they will begin the design of the project. At a later date, I can't tell you when, may be as much as a year from now or at least several months from now, we will have another formal Public Hearing to discuss the design features of whatever alternate is chosen. That is kind of where we are at in the planning process this evening.

Before I fill you in on some of the things that we will be doing, I had better introduce a few people that will be involved in either the presentation or in discussion afterwards. First of all, Gordon Larson over here is the Manager of the Consultant Design Unit for the Highway Department, his office is here in Helena. This is a consultant design project so he works closely with them in making sure the design fits the requirements and needs of the Highway. Joe Micheletti next to him is the Super-

visor of the Right-of-Way Section out of Butte, we are in the Butte division of the Highway Department and his people will be responsible for the purchasing of the right-of-way. Bill Stephenson next to him is my assistant and helps me run the Public Hearings. The consultant firm is Koehnlein, Lightowler and Johnson out of Great Falls and John Kelly is the Project Engineer on this project. Clete Dailey is serving as his Traffic Engineer and working on the project with him.

As you all probably know, it is an urban funded job, urban funds that have been coming into the financial districts each year, some of those funds for the Helena area have been accumulated and aiming toward this project, and that fund still is split with 22% State funds to match the 78% Federal funds, which will total the amount of money toward buying the right-of-way and building the project.

Excuse me, I neglected to introduce another person who is going to be involved in giving a short presentation, Russ Ritter up here in front is the Chairman of the TCC Committee, the local planning organization. At this time I will ask Russ to give us a little run down of the history of the job and where it is on the priority, and a couple of points like that, Russ? Thank you Dan. The Helena City Commission has authorized this as the top priority for the use of the funds as has been described by Mr. Bartsch. The TCC is an organization made up of two members of the Helena City Commission, Mayor Brown and myself, also two County Commissioners, Commissioner Wilkinson and Commissioner Decker and also a third person from the Highway Department, Mr. Jack Beckert. That organization also is indicating that the top priority for the use of these funds would be in the extension of Cruse Drive, that is the avenue that has already been started and its' continuation to completion using the funding that now exists and future funding as will be some day determined. So, that is really the position of those two organizations, the Helena City Commission and the TCC, both of which have indicated this as our top priority for downtown Helena.

R. RITTER:

D. BARTSCH: Thank you Russ. I started to mention Federal funding and the reason was to introduce Ollie Ollila, who is from the Federal Highway Administration office here in Helena. He is their Environmental Engineer and plays a vital part in the approval of those funds when they do come up for spending.

I think many of you were at the last informational meeting but I'll review our situation briefly. One of the things that we are trying to do is cover the environmental studies and the study process that goes into a Highway project, to include the entire length as we show it up here on the display board. It begins from 6th Avenue here at Cruse, down to Last Chance Gulch at this point. Then the Last Chance Gulch section goes northerly until it becomes Main Street, past the park and all the way out to where it connects to Montana Street. This, of course, doesn't mean that it is all going to be built at once or anything

like that, but we do want to try to fulfill all the study requirements for that entire length of the project, so it is a little bit longer than most of our urban projects.

Of course, as you know the urban projects are a little more involved than a secondary road or a country project and for that reason, plus the fact, in the Cruse area, we have four or five alternates to consider, we felt that it would be also easier to do the same thing we did at the informational meetings and that is, I'll have John go over the engineering section of the Last Chance-Main Street section out to Montana. Now, one of the reasons for that is, we are basically are following right along the present road, we don't have any other alternates that we could consider as viable and possibly questions and discussion should probably not be too great on that section. So, we will restrict our discussion section to that portion of the project first. Then John will go over the four alternates so they will be fresh and you can hopefully see the comparisons of them and how they will work. Then we will get into the discussion and the review of those, and hopefully so that we can determine a consensus of preference to one of the alternates, at least more for one than an other and help us in making that final decision.

I think I will have Joe Micheletti go over the right-of-way first. Because it is a location hearing he doesn't have any specific right-of-way limits and we can't very well talk about the specific requirements from the private properties or even in very much detail how the project will affect some of the adjacent properties. He can go over the general procedure for purchasing right-of-way and that will apply to the entire job. Then I will have John go over the engineering after that on a two-step basis. So, Joe why don't you do that and then you will be through?

J. MICHELETTI: Thank you Dan. I have one of my Right-of-Way Agents with me tonight, Ray Bozman, who has been passing out the literature. Ray is our relocation specialist. At the end of my presentation I will remind you, we do have available this relocation pamphlet here for anybody who is interested and would have any questions. Ray or I will be available after the meeting. To basically cover the right-of-way acquisition for the project let me briefly go through this. On the Cruse Avenue job beginning here, extending down to here on all four Alternates, you can see that we will have some right-of-way acquisition. Generally speaking, from the Armory to about Chestnut Street on the North Main section, there will be a slight amount of right-of-way required on the west side of this street that would affect some private ownerships. Right through the area of the Memorial Park, we will have a small amount of new R/W.

Now, in the handouts that were given to you, there is a pamphlet that does cover several of the general questions that you may have concerning right-of-way acquisition. The important thing to remember is that you will be contacted by an appraiser to

discuss your property and how it relates to the project. At that particular time it is to your best interest that you spend some time with him so that you completely understand the project and explain the problems that you foresee with the right-of-way that has to be purchased. Following the appraisal of the property and a review by a review appraiser, you will be contacted for the acquisition of the required area. Hopefully the problems will be all resolved and a settlement is reached. In the event that we can not come to an agreement, the condemnation or eminent domain process takes over and the settlement is determined through the Legal Department.

Now, in addition to the acquisition, the Department of Highways does have a relocation program to assist those displacees that are residents and/or businesses are tenants along the project. The relocation program comes in many forms and is eligible to any displacee regardless of his color, religion, sex or national origin. The relocation that is available includes supplemental housing, and rental payments, increased interest payments, moving costs for personal property, incidental expenses required to replace your dwelling or your business, financial information, housing and rental listings that help to find replacement housing. The pamphlet that I showed you before I started talking has an in-depth dissertation as to the relocation and what is available to you. We will make that available to anybody who has not seen one or would like one following the meeting. Now, in the event that you are not satisfied with the relocation offer, you do have the right of appeal to the Director of Highways.

Getting back to the particular, call it three different projects, first the Cruse project. At this particular time we anticipate that it will involve the displacement of 17 businesses, three family residences and twenty rental tenants, this is for alternate number one. We don't have the display for alternate two, three or four up, but I will give you the figures as the number of displacees. For number two, twenty businesses, two families and no individual tenants. For alternate number three, we anticipate fifteen businesses, one family and twenty individual tenants. Alternate number four involves ten businesses, and three families and no individual tenants.

At the present time we have done a limited study and we have found that there are sufficient numbers of decent, safe and sanitary dwellings available on the market within the financial means of those persons that would be displaced by the proposed project. We will not authorize the construction of the project or any portions of the proposed projects until the relocation of the individuals affected has been completed. Tentatively, for the Cruse Avenue Section now, the scheduled letting date is in April of 1984. Not having the benefits of a crystal ball, I can only anticipate at that time, the number of residential and/or business places will be likewise available. We anticipate that our relocation will be completed at least thirty days before the letting of the project.

I have introduced Ray Bozman, who is my Relocation Agent out of Butte and he will be handling the relocation. Remember if anybody has any questions about relocation please, following the meeting, ask for the booklet on relocation, we will be happy to discuss any other questions that you do have. Dan.

D. BARTSCH: Thank you Joe. As I said before we don't have the real detailed right-of-way widths, so exacting questions on right-of-way and relocation will have to be deferred as we don't have exact answers for you at least tonight. John, do you want to go over the engineering of the north end of the project first and then we will get into discussion on that?

J. KELLY: Thank you Mr. Bartsch. My presentation will begin at Neill Avenue and proceed north. The Highway designation on the particular project is called M-5807 (1). When we get to Lyndale then it becomes M-5807 (2). This first section is approximately forty-five hundreds of a mile; from Lyndale to Montana-Cedar is eighty-two hundreds of a mile. The principal improvement between Neill and Lyndale is to develop a typical section that will handle the year 2000 traffic. The proposal is to construct the improvement within the existing seventy foot right-of-way, that will be two eight foot sidewalks, one on either side, two ten foot parking lanes, two twelve foot driving lanes and a ten foot painted median. The purpose of the median is to develop left-turn bays at the designated intersections. The median is proposed to be painted.

The capacity at the year 2000, we anticipate that this section will not be able to carry traffic much beyond the year 2000 , but this width could be maintained along with the ten foot painted median, then restripe it, probably reversing the twelve foot driving lane next to the curb and make a ten foot driving lane next to the painted median. This would convert into a four-lane roadway by removing the parking.

The anticipated full construction project of removing the existing pavement section and replacing it with a new parabolic crown section would be approximately \$385,000. We did propose in the draft E.I.S. a minimum improvement alternate. The State could paint the existing overlay that the Highway put in there last year, and we could construct curb and gutter where we have, drive-over curb and gutter, none exists at this particular time, and redo the faulty sidewalks, if and where they exist, for roughly about \$65,000, I believe. So, that is the proposed improvements on this program, between Neill and Lyndale.

Between Lyndale and Montana Avenue, the traffic count jumped quite high, the existing two-lane roadway is not satisfactory to handle the projected traffic we are looking at in the year 2000, about 18,000 cars. So, we propose to build a four lane, with median at Lyndale Avenue and medians beginning at Chestnut Street to Montana Avenue. The medians are to provide left-turn bays onto Lyndale Avenue, and the cross streets north of the tracks. We propose to have curb and gutter and sidewalks the entire length on the project.

There is existing seventy foot right-of-way at the present time between Lyndale and approximately Chestnut Street, from Chestnut Street to Montana Avenue the existing right-of-way is hundred feet. We anticipate needing some new right-of-way at the National Guard Armory, about eight to ten feet on the east next to Lyndale, about eight to ten feet. When we enter Bausch Park and Memorial Park we would go to a no median concept with only restricting left turns at the entrance by the stone cul-de-sac into Bausch Park and we would move the entrance to Memorial Park opposite the Bausch Park entrance. We would also propose to deflect the roadway, as shown on this particular display and the E.I.S., to the west. The purpose of that would be to maintain traffic on the bridges during construction, build the bridges in stage. The west half would be built first, when it could accommodate traffic then the east half would be built, so we would maintain traffic through the corridor during construction. We would also propose to move the sidewalks away from the pavement into the park area so we would diminish the conflict between pedestrian and vehicles. This could be a bicycle/jogging path of some type that would be away from the traffic. Due to the fact that we are proposing to raise the grade at the B.N. spur by 4.2 feet to maintain the clearance requirement over the Burlington Northern Railroad, that would necessitate closing the access near the pool on the south end of what we call the spur bridge. We would also construct a pedestrian underpass under the bridge so we would have a link between the two parks. We would also propose to construct a new access up to the bridge for pedestrian crossing on both sides of the bridge. The new bridge would be considerable longer than the existing bridge as we offset it to the west.

The clearance requirement on the B.N. mainline is not the same because the existing clearance, at this particular time is a little over twenty-two feet. We need twenty-three and a half and due to the thickness of the new superstructure, it will be about a 1.75, or one foot nine inch increase in the height of this particular bridge. We would maintain the same grade and we would meet the existing grade after the two-foot rise, approximately at Chestnut Street.

The access control, we would recommend that the National Guard be restricted to right turn only, Memorial Drive would be right turn only. We would close the access near the pool at the south end of the B.N. spur bridge, we would restrict Montana Power building to two access roads because we have no median control in here. We would move the existing access that goes to the land to the west, opposite one of the approaches into Mont. Power, that would eliminate this staggered type left turn conditions. As we get to Chestnut Street, turning toward Montana Avenue, we would recommend a right turn only situation at Chestnut to the west, we would recommend closing Chestnut Street to the east. I believe the alley between Columbia and National is still dedicated which has never been built, but we would recommend that it be officially closed. I believe the

alley is officially open between National and Dodge to the south, we would recommend that be closed. We would recommend that Poplar Street be closed to the east and west, and we would recommend also that Aspen Street be closed to the east. Right now it has never been developed or constructed any further than National. Then the project would end at Montana.

For drainage control we would only use the existing storm sewers systems that are along between Neill and Lyndale. We would propose to build a storm sewer that would connect to the City system that would collect the rain or the runoff in this area because you would have more concentration of runoff because of the curb section. We would also propose to run a conduit from the end of the north bridge up to the existing City system to collect the runoff that we would have in this area. The existing runoff would follow the same drainage patterns from Chestnut to Montana that you have at the present time. Now, that was a hurried up thumbnail sketch of those two projects, now, Dan is that correct we open up for questions?

D. BARTSCH: The last couple of Hearings I have had a couple of problems on a longer Hearing where people have got either their questions answered or got disgusted waiting, and left. So, I will quickly fill you in on how we will run the meeting and what will happen right after the meeting. As you probably know we are recording all of the statements, we will prepare a formal transcript, submit that transcript to all the authorities for review and also make the transcript available to anyone who speaks at the Hearing and anyone else who wishes one. So, for that reason Bill set out a couple of sign-up sheets over on one of these tables behind the display boards. One says "Speakers Sign Here" and the other one says "Request for Transcript, Non-Speakers", put their name on the other one. If you want to leave but you want a transcript make sure you put your name in there so I can get you on the list. I have a couple of microphones here and if somebody has a comment will you please pass them back and forth, that will help. John, what did you want to say?

J. KELLY: Three things, I had a little time here to think and three major points that I didn't bring out that I really feel are a must. The Montana National Guard was designated as an eligible structure to be listed in the National Register. It is based on architectural treatment, so we will add it to the draft E.I.S. and the final E.I.S. We will have to address the impact of taking about eight feet of right-of-way and moving the sidewalk and disrupting the boulevard.

The raising of the grade of four feet at this point and two feet at this particular point is based on construction of a brand new four-lane structure and as you know, I think in the E.I.S., from Lyndale to Montana-Cedar, the cost is about 3.1 million dollars. There is a chance, and the Montana State Highway is investigating at this time, so I can't give you any positive answer, but we are hoping to putting an, "add two-lane"

bridge in. That is, if the existing bridges are structurally sound enough that they can be refurbished to carry the projected traffic and they are structurally sound enough to meet the present loading requirements, we can maintain the same clearance. So, if this is clear, this will not be a four-foot rise but it will be just match the grade of the existing road and the same thing is true on the Burlington Northern mainline. If that is true, the cost would be reduced substantially to somewhere about 2.2 million because the structures then would be narrowed to be comparable to the existing structures. I wanted to draw that and the prices to your attention, which I didn't mention.

- D. BARTSCH: Yes, I forgot that came up fairly recently, that there is a change, we could use the same superstructure underneath there and save some money. So, let's restrict our discussion in this area and hopefully answer the questions or get your comments. We may not be able to answer all the questions but if we get your comments, your input, your thoughts about it, we can review them and pass them to the powers that have to review them and make a decision. At this time, does anybody have some questions that they would like to get clarified? A gentleman over here, yes sir?
- D. SHARBONO: My name is Del Sharbono and I have some comments. First of all, I want to go on record as opposing this in it's present plan and I want to make it clear that it is, it's present plan. You stated here, that there will be no right turn. I'm situated right here.
- D. BARTSCH: Okay, that is the property bounded on the north by Chestnut and of course, along the project.
- D. SHARBONO: That is right. You are saying that there is going to be a divider inbetween there so I can no longer come out but must make only a right turn? That presents a problem to me because of all the construction trucks and stuff that we have. We have to come back through the residential section someplace to get out of there. I don't know exactly where it is and it also presents a problem for customers to try to get in. So, I am opposed to that starting there. Then you say in your letter to... well, you have clarified that one. I had that 4.2' but that is on the other bridge. That approach coming up out of my place right now is steep, another two feet is going to present a problem getting out of there, it becomes a problem in the wintertime.
- D. BARTSCH: I would like to clarify one thing just a little bit, it shouldn't be a rise of two feet at this point....
- D. SHARBONO: At that point, it will be steeper getting up on it.
- D. BARTSCH: At your approach, it will be a rise of something less than two feet....
- D. SHARBONO: You have noticed, I am sure that everybody's noticed, in the wintertime cars spin out on right now, when they are lined up way back. It will become steeper.

The road up this other way is seventy feet, but when it gets up here, what I am really opposed to is when it gets right here you make a jog, as you refer to it. I have it all clipped in the book, you refer to at least four times, moving to avoid taking the lawn out of Montana Power, destroying the aesthetic value. You mention nothing about me and I don't even get honorable mention in that book. I never even got a book sent to me.

I already went out here and measured it out and if you take all of that right-of-way off of my side, you are going to be about twenty-five feet from the glass. Now, I put a bunch of bucks in that building for the aesthetic value also and I am going to lose. We worked it out today and I am going to lose all of my parking except seven spaces. So while everybody's worried about Montana Power Company's lawn you are going to put me out of business and I have a lot of bucks in there. Besides, I intended to build down here and it is not something that I dreamed up since this report came out. I think if the City will look back on their plans, when I built this office two years ago, that was proposed in there. So it is not something that I am just coming up with now, the plans are drawn. We would have been building on it this spring except for the economy, but that has been a good location and there is a lot of people who want to rent it, it has been a good spot so I thought as long as it was, I would just as well move on down and come some more.

- D. BARTSCH: Just to clarify one thing on my transcript, just a little bit earlier, your reference to the approach was on the southerly end of the first structures?
- D. SHARBONO: Sure, you are moving across and you also relate to that structure. You also mention at least four times in there that you are concerned with taking Montana Power Company's lawn out and what they have to contribute to the community. Well, now just for a matter of record, last year we employed, and this can be verified by the union, we employed 105 carpenters last summer, not counting the laborers. So, I think we are substantial in the area also, to not even get mentioned in it. And, it looks to me like, and I am not upset about not being mentioned, I am upset about not being in business when you get done. That is what it looks to me like you are going to do.

Let's see what else I have here, one of the things that you refer to also in your book here, that everything that is done here is supposed to be for the good of the public and the least private harm. I find it a little bit difficult, when I drive up this road right now and look, this road when it gets right here, it already starts bending to the west. All you have to do is straighten it out and the other road automatically becomes on the east and takes the curve out. It looks to me like, that if you are going to do it for the good of the public...I'd had three cars come right across, through that fence, wipe out outfits, knock axles out from under air compressors and do everything else on that corner right now. I am sure that the super would be changed on it, but if you

drive down here and take a look, that road already goes west and so it looks to me like the logical way is to straighten it out and come on the east with that bridge, except for the major problem there which is Montana Power.

- D. BARTSCH: You are referring to what we call the second structure?
- D. SHARBONO: The second structure, when you look across there, when you come across you can even see it here, the road starts bending to the west, all it has to do is come straight and that bridge becomes on the east and it is no longer on the west, and that is the logical place to put it. I am not opposed to widening the street. I am opposed to you taking it all away from me and putting me out of business when you are worrying about somebody else's grass.
- D. BARTSCH: The mainline, okay. I want to identify the references so that in our transcript will make sense.
- D. SHARBONO: I have it all in a written letter, I have about a three page letter that I am going to give you, which you can have. I want it to be on record I had a little more time to put into that than I do here. I get ahead of myself in my talking. I guess I will quit with that.
- D. BARTSCH: Thank you, and as I mentioned, your testimony brings up items that we can't directly answer, yes, we can do this or no we can't.
- D. SHARBONO: I just want it to be on record because I have them all clipped in here and every one of those refers to what you are going to do to Montana Power.
- D. BARTSCH: Okay, thank you for that input. I guess I better mention too, if anyone has written statements either now or then think of things they would want to put in later on, they can do so by sending them in to me and I will attach all written comments to the transcript and they become part of the testimony the same as any statements made here, please keep that in mind too, thank you. A gentleman there?
- D. LARSON: You might as well get me out of the way while we are talking on that building because my business is in that building, I own a real estate company.
- D. BARTSCH: What was your name please?
- D. LARSON: Dick Larson. It is Realty World Four Seasons.
- D. BARTSCH: And that is in the Sharbono Building?
- D. LARSON: It is in the Sharbono Building. We are bound by a lease in that building. We employ nine people and our projected gross for the year will be right around \$6 million. We feel, for several different reasons, it will affect us. Number one and I

think Del failed to mention that, when you move this street this way forty-some feet, if you do, this street is already running downhill, you will put a bank in there that you couldn't get in or out of as far as I am concerned. You will sit there and spin all day trying to get up out of there.

D. BARTSCH: This is the approach into Chestnut Street?

D. LARSON: That is right. The farther that way you go, the steeper that approach is going to be. We market houses for Mr. Sharbono, new houses. When we get customers in to our business, we get prices from him on new structures through the real estate company. If there is only seven parking spaces left, with the customers that we have in there and also our people, it will be completely not functional because we won't even have a place to park. That means, we move out. If we move out of there we are in trouble, it is going to cut our business in half, and here is a letter from us.

D. BARTSCH: Fine, thank you. We knew we had problems in that corner. Thank you for putting them on the record for us. Anybody else have some comments about this end of the project. The next gentleman?

T. WESTER: My name is Tom Wester, I am here on behalf of Valley Development this evening. We are also located in that building and I don't really want to be redundant on the building, but the biggest problem that we do see is the parking lot. I guess the biggest question that I have falls back to my discussion with you gentlemen this afternoon, with respect to the alignment of that road, the offsetting of that road onto the west side of the project.

From a practical standpoint, if we come down here and take a look at this island that is setting as a portion of Memorial Park, that island is totally analogous, it serves absolutely no purpose from a recreational standpoint or any other standpoint, other than being somewhat decorative. The logical thing to me and I am not a Highway engineer, but the logical thing to me would be to encroach upon that island in some way shape or form so that the 100 foot improvement that we are talking about on this end could be maintained through the entire project with possible exceptions to the structures themselves. The projection in the E.I.S. state that currently this area, in the proximity of the Armory, experiences 12,800, I believe, trips per day. This area near north Montana Avenue experiences somewhat less than 11,000, so we have currently a 15% differential in traffic from one end to the other and we are choking off the area that has the higher load.

It would appear to me that we would be far better off to explore the idea of encroaching upon that parkway to increase the width of the improvement through that section. In so doing, it would facilitate what Mr. Sharbono just brought out, which was moving the bridge to the proper side of the road and in thus doing, straighten out the entire project.

It was explained to me this afternoon that by moving the bridge to the other side of the road we are not increasing the radius at the bend near Chestnut. It's current radius is 8 degrees and it was explained to me that is going to be maintained, I don't understand that but I will buy that. But it would appear to me if we moved across the road and I am not a geometry major, but it would appear to me we could probably decrease that.

The biggest problem that we have at Valley Development falls back on the parking lot, with seven spaces and currently four businesses operating out of there, seven spaces is about 10% enough to handle our own employees. It doesn't even take into accounting the customers and the other problem of course, is getting to it. We have an alley here which obviously is not suitable to be driving. We have, what I believe is Gold Street, which is unimproved and unmaintained so we are really landlocked, it would leave us in a position where we are an island sitting out there and unable to get to and from. Mr. Larson adequately pointed out that increasing the width at this point on Chestnut is going to radically increase that gradient and it is going to be almost impossible to get out of, and in fact, in the winter it would be impossible to get out of. I think anything else I could say would be redundant.

D. BARTSCH: Thank you and you also have a written statement that we will include in the record. Right behind you, this gentleman has his hand up, yes sir?

E. KNOX: My name is Ed Knox and I own the property just the other side of Del Sharbono, as a matter of fact we kind of keep a count of how many cars we get in our front yards. I have a house right here and it has a steel concrete reinforced wall and I think since we built that, we have had as many seven vehicles including semi-trailer trucks up nose to nose with our bedroom window. Anything that would increase the angle here and cause cars to slip or take that corner too fast, whether it is ice, or speed or alcohol, I would be opposed to. So I would go along with the proposal of Del Sharbono and various other people to put the road on the east side of these existing bridges and cut down that corner. The roadway is essentially already there, there would be very little fill to put it on the east side rather than the west side.

I also have a little bit of a problem understanding why we would go through here with 70' and it is nice we get down here and have a 100', but it is kind of like putting an inch water through a $\frac{1}{4}$ ' water pipe and expecting it to handle it at the other end. As I grew up, I helped plant most of these trees that you see here in Memorial Park and I used to ask my Dad, what is the reason for this little bit of grass out there between the two highways and he always said "Well, son someday they intend to widen that highway and that will be four lane all the way through there". So I would agree with the gentleman

from Valley Development, the logical if you sit there and sight down the road, would be to encroach on that grass, which the City wants the water four to six hours a day and have a lake part of the time anyway. But, encroach on that grass, it serves no real useful purpose and it would make a lovely roadway. You wouldn't be encroaching into Bausch Park at all, you wouldn't be causing a veer in the highway, it would be a straight shot and narrowing the curve down over here, thank you.

D. BARTSCH:

I should comment on the reference, a couple of times, about encroaching on this side into the grass area of the park. Maybe there is not very many of you aware of the problems the Highway has the minute we have to try to acquire one square foot of designated park ground, regardless of its use, its function, or whether in the opinion of the City or the governing body they want it or not. I would like to have the time to relate a couple problems we had, where we had a gravel bar that was a designated park and what it cost the State, because we couldn't do anything about it but comply with Federal regulations on handling parklands.

I would just like to emphasize that the State tries to encroach, as little as possible on any of this parkland and I am sure that is one of the reasons. May be we can investigate your proposal, but I would like to point out to the rest of you generally, why we started there, it had nothing to do with any of the other properties except to keep this park acquisition to the absolute minimum. Private properties down here that may pay a lot more taxes, may do a lot more other things, cannot be addressed in that problem. They will not let us buy property in parks unless there is absolutely no other way. That is just for the record and to let you know what we have to look at. We still will take your comments, I am not saying that we are not going to because of those reasons.

One of the other things that you led us all to believe was a change in the width of the road down here, I think you referred to the width of the road down here as 100' and we are choking it down in here. John may not have pointed out quite clearly that the driving width in front of the National Guard, the driving width over the bridges and the driving width through this area into the curve and the Montana Street are all the same, we are not choking the driving widths down at all. What is happening is, we are using a wider right-of-way because we are proposing 12 to 14' of median here to control left and right turn facilities. Through here, we didn't feel it was quite as necessary for two reasons, again, stay out of buying any park and not buy any private right-of-way in here that we didn't feel we could absolutely justify. To the north, we already have the 100' and we are able to provide the left-turn bays in here and use the 100'. There are 12' driving lanes on the inside lanes and 14' driving lanes on the outside lanes throughout the entire length of this project. It looks like it is narrowed because of the median change.

The one other thing is the way engineers measure curves, I am not an engineer, but I can point this out. They drawn a straight line through the bridges, and the straight line from Montana and they measure that angle in there. Now if you move it down this way to the east, you make it sharper, you have to make a shorter turn in order to get from this direction to this direction. The further you move it to the west the flatter it gets, because even though the curve may be the same, you can use a little longer curve. That is one of the other reasons they tried to move that way.

Here again, I am not saying that it can't be done and I am sure that they will be looking at it. Those were some of the critical items, and I can also appreciate the critical problem with that building and that property also. The Knox property is just at Villard and Main Street on the west side. The gentleman right back here?

- T. SCHMITZ: My question was, you indicated that it is impossible to take parkland. Have you encountered this problem before and have you accomplished buying such land? I am just curious whether it has ever been done before?
- D. BARTSCH: Well, yes, it is not impossible.
- T. SCHMITZ: Okay, that is all I needed to know.
- D. BARTSCH: I didn't mean to imply that it is impossible but it has delayed a couple of our highway projects like, two years just to try to get that straightened out. Yes?
- S. KEIM: Steve Keim, representing the National Guard property. I am not speaking in opposition to the project but a matter of clarification more than anything. The National Guard Building sits in a precarious position here as you can see, but I sit back here wondering, we have about 125 cars that park here daily and John, maybe you can clarify this, it is a series of right turns, as I understand it, into the National Guard Armory lot. Now, coming out of that parking lot apparently, we cannot make a left turn, is that correct?
- J. KELLY: That is the proposal, yes.
- S. KEIM: That is because of the median. Now, how about coming out of this lot here, this is the back lot, will there be a left turn permitted here on Lyndale?
- J. KELLY: Well, that is off the project and I am not familiar with it. Is there medians on Lyndale? It doesn't look that way and I am pretty sure they are taking....
- S. KEIM: No, there isn't a median.

J. KELLY: They are taking left turns there now, I believe.

D. BARTSCH: That approach that Steve referred to, is the approach onto Lyndale on the west side of the intersection and I think, Steve that will remain just the way it is. I think they removed that median back a little ways and allows both left and right turn out of there now.

S. KEIM: Fine, Dan. We are proposing improvement here so they going way around Carroll College, the people that live in the north end of the City. I understand it, they can also come out in front of the YMCA and make a left turn through that approach, is that correct?

J. KELLY: That is correct.

S. KEIM: Okay, good. My last question and I don't know if you can answer this or not, but how will the four-lane highway impact the traffic on Lyndale? What percentage increase will that be or do you know that?

J. KELLY: We have projected traffic counts. For the present time, Lyndale is carrying about 17,000 cars a day, Lyndale in the year 2000, we project will be carrying somewhere pushing 23,000 cars.

D. BARTSCH: Steve, did your question intend to ask if this four-lane project will be the impact that causes that traffic?

S. KEIM: No, that was just a matter of curiosity more than anything Dan. You answered my questions, our main concern was how we were going to get out of our parking lot at the Armory and it has been answered.

D. BARTSCH: Oh, okay. You asked about the traffic counts and I thought your intention was, if we go four lane here, will it be the direct cause of impacting Lyndale counts. John's answer only referred to the increased traffic counts based on the projection of the year 2000, and I don't think that is directly related.

S. KEIM: No, that was for my own information.

D. BARTSCH: Fine, sometimes you have to bear with me, I want to be sure we understood the intent of the question. Anyone else have any specific questions or problems they would like to discuss?

E. McHUGH: My questions are minor. Number one, I definitely favor having a four-lane highway constructed. Number two, I would like to see it as much as possible come onto the east side of Main Street rather than the west side. The fact that we would be using a little bit of dedicated park seems to be a very easy traded off with the fact that there has been, maybe 50 acres of park, west of the road, developed out of the land fill. Any part of it could be justified as added park area and be a trade-off the few feet. It seems to me the government today is more

realistic and less idealistic and may be that wouldn't be so hard to accomplish.

I have a couple of questions, the statement first is that I hope that we are able to convince the Burlington Northern that the height of the viaducts are adequate now, because it certainly is going to cause a lot of problems and tremendous expenses if they are not and I would hope that we pursue that strongly. I was trying to figure out how the people coming south on the viaduct would get to the Power Company?

D. BARTSCH: They are going toward town, or south?

E. McHUGH: Yes.

D. BARTSCH: They would be allowed to make a left turn into, probably either of the approaches, if the Power Company lets two-way approaches on both....

E. McHUGH: Okay, I didn't understand that. The next thing and it is a little closer to my personal interest. I understand you are going to take the storm water off and take it over west to the present City storm system. Do you know that there is no storm system over there?

J. KELLY: I am just going on the latest report that was put out.

E. McHUGH: What did they say?

J. KELLY: The proposal for a major storm sewer conduit, open ditch, and enclosed ditch, with retention ponds in this area.

E. McHUGH: Oh, you are talking about something in the future, because at this time all the water is dumped into the dredgings at that point.

J. KELLY: It is something in the future. The dredgings at that point, that is the retention pond that I was speaking of. The intent is to move the water towards the City responsibility for disposing it towards the north of Ten Mile Creek, in that direction.

E. McHUGH: Which runs through my and my partner's land, all the way down, which causes us to be a little bit nervous.

J. KELLY: This is a local runoff. We are putting curb and gutter in there, we haven't had that before.

E. McHUGH: Yes. We need more water in the Ten Mile down there, like we need two more holes in our head right now.

J. KELLY: This is just a proposal, we have to address, containing of storm water runoff when you are addressing a highway project.

D. BARTSCH: Yes, sir?

N. PEARSON: My name is Nils Pearson. I would like to go on record referring to my letter to Mr. Kologi, dated April 30th, 1981, paragraph one and two. I will quickly paraphrase, number one, some reference has been made to intersection design to increase capacity in the study area. I would hope that, for example, if the bottleneck at Lyndale is a problem, that perhaps if the funds were not available, we could at least improve that intersection to alleviate some of the backup southbound on North Main at that point.

And to paraphrase my second paragraph, there recently has been a development in that, the Custer Interstate 15 interchange has been addressed in the comprehensive transportation plan. It appears to me that this could alleviate some or possibly a great deal of the through traffic heading towards Missoula that would then go down Custer and to Henderson or in that general area instead of going through the study area. I would hope that the final draft would address that and the resulting traffic count should that take place. I would also like to add, I was very impressed with the report, it is very clearly presented, very concise and I think those who prepared it....

J. KELLY: Excuse me under the minor "no-build" on this project, we did put \$10,000 in this area to widen it out and get one additional lane.

N. PEARSON: Correct, but I don't believe there are any capacities addressed on that and to what year that would take place, it might be in there, I may have missed that.

J. KELLY: Thank you.

D. BARTSCH: That last reference was to the Lyndale-Main Street intersection.

MAN: That was just an example, other intersections should be looked at also.

D. BARTSCH: Oh, others were referred to in the study as possible spot improvements?

MAN: (Inaudible)

D. BARTSCH: Thank you. Anyone else have some comments, input about this end of the job? Right here, John?

J. WALL: John Wall. I was only going to wear two hats tonight but now I have three. As I understand the engineer, you said everything east of the railroad tracks, there was no drainage?

J. KELLY: There is no improved drainage program at this time.

J. WALL: I see. We have all the water we can handle at Lake Northgate now. There is plenty of water down there and we really think you should address drainage especially on that end of the project.

- J. KELLY: We appreciate that comment. According to my studies and Mr. Nisbet can correct me, I believe the closest existing City system is about a $\frac{1}{2}$ mile or so away. It would take that much to pipe the storm water in that direction, which is quite costly. That is the purpose of a Public Hearing to hear your comments.
- D. BARTSCH: I'll just leave it at that, I am not sure what the ramifications might be. That is all, John, right now? Anybody else have some comment about this end of the job?

We have four alternates and probably all kinds of different things are going to be affected, so we will now go into the engineering and the alternates and the problems of the Cruse Avenue job. John, I'll give you a hand in switching the pictures and we will try to just spot through it so we can get into questions.

- J. KELLY: We started out with, I don't know how many alternates, for the E.I.S. we looked at maybe 25 different configurations through here. We narrowed them down to a final four, I believe in the first informational meeting we did discuss Helena Avenue, there is no presentation here suggesting that we close Helena Avenue.

The problem that we had was to handle the traffic on 11th and how could we build a new Cruse and we ended up with two alignments on Cruse. We have Alternative 1 here and this alignment for Cruse will start off at the intersection of Cruse and 6th and extend northwesterly and would through or require taking in the 500 block of Last Chance Gulch, between Last Chance Gulch and Jackson Street. It would enter North Last Chance Gulch a couple of hundred feet south of Neill. With this alignment, we jogged 11th at North Jackson and moved it northerly and created a new connection opposite Neill Avenue so the traffic condition between Neill and 11th would be practically a straight line.

On all the alternates that are proposed in the draft E.I.S., and here, the alignment between 6th and Lawrence would remain the same, so we can address that at this particular time. The typical pavement section that we are proposing is two ten-foot parking lanes, two twelve-foot driving lanes and a fourteen-foot painted median with six-foot sidewalk on both sides between 6th and Lawrence. We were trying to salvage as many buildings, maintain a narrow right-of-way to stay along Allen Street and to keep as much parking area between 6th and Lawrence as possible and keep it on the inside part of the loop.

The principal bottlenecks or problem areas that we have is the Helena Historical District, whose boundary comes down near the Cathedral, between the Cathedral and the old St. Helena School, it comes down Lawrence Street, hits Jackson Street then takes in the 400 block between Last Chance and Jackson Street, comes back to Lawrence Street and heads west. Now this historical district is listed in the National Register so we have to treat it with what we call a 106 process, which is a lengthy report.

Anything that we do in this area, no matter what the alignment is, this 106 process has to take place.

With this particular alignment we are looking at removing the building at 305 to 315 Allen Street; we are looking at missing the Kain Building for the lack of anything else to call it, I think locally that is what it is called, and then we would remove the School Administration Building. The School Administration Building and the school property to the west has been acquired by the City sometime ago so this is really City of Helena property. Once we get to Lawrence Street, then Alternate 1 proceeds as I told you north, northwesterly and as it crosses Jackson it enters into the 500 block and it enters into North Last Chance Gulch a couple of hundred feet down from Neill.

On the access control, we would propose to block off 7th Avenue, west of the new Cruse alignment, we would maintain 7th Avenue east as open; we would recommend closing the existing 11th between Jackson and Last Chance Gulch where the new 11th would veer to the northwest. We would plan to close Placer Avenue between Last Chance Gulch and Jackson, we propose to close the alley that comes onto 11th Avenue west of Jackson Street. That alley would be closed and there would be no connection there. We would allow Jackson Street to just be a local access, and we would allow local driveway access to the remaining Jackson Street to the north of new Cruse Avenue. This alternate, if it was suggested be build it, would require the acquisition of the carpet store. That is Alternate #1. Can we go to Alternate #3?

D. BARTSCH: Without getting into a lot of discussion, has everybody got a clear enough concept of what this alternate is? We won't get into the real detail but does anybody have any questions they would like to have cleared up as to what this alternate would do, while it is up here? John?

J. KELLY: One more thing, as long as I was at it. I mentioned earlier that the Montana National Guard is considered eligible for recordation in the National Register of Historic Places. That was reported in the resource inventory study that was done on this corridor for this particular project. The old St. Helena School, and the Montana Powder Building were evaluated and looked promising to the local State Historical Preservation Office. They were reported and the keeper of the National Register made a determination that both of these buildings are also eligible for listing on the National Register. So, when we are talking about these buildings we have to address them in the E.I.S. and address the impact on them.

D. BARTSCH: Anybody need some clarification on any points there? Okay, we will get to number 3, I think it is more closely related to 1.

J. KELLY: Alternate 3 is the same identical alignment for Cruse as Alternate 1, the difference between the two is, instead of bending 11th to the northwest we bent it to the southeast. That required less taking of

property. We can save two residences and two business properties that face Helena and North Last Chance Gulch. It does require two signalized intersections about 200' apart. It is another method of handling 11th with a cost factor in mind. The closures on this particular one would still be Placer Avenue, the alley that was between Helena Avenue and 11th Avenue west of Jackson and we would close the existing 11th between Jackson Street and North Last Chance Gulch. We would have two major intersections.

The storm system that is in Neill now would be extended over here and inlets would be put into that major asphaltic intersection south of the present 11th - Helena Avenue junction. Now, that is the only difference. The impacts on the historical district and the impacts on the buildings that we consider eligible are the same, between these particular alternates. Is there any questions on Alternate #3?

Alternate 2 addresses a different alignment on Cruse from Lawrence to Neill Avenue. It's primary philosophy was to stay out of the 500 block of Last Chance Gulch between Placer and 11th Avenue, therefore the entrance into the intersection of Neill-Helena-North Last Chance Gulch would take the place north and east of Alt. 1. This alternate directs the traffic on 11th over to Lawrence.

Now, the, desire lines in the year 2000, states that the traffic will have a tendency to split. Around 50% of the people will be heading into the central business district, or southerly and 50% to points directly west or northerly. So, therefore, if we direct the traffic over to Lawrence we are handling about 50% on a direct route. The other 50% of the people will have a longer trip, which is created by more meandering route down Lawrence. You would enter into Neill Avenue and Helena Avenue in a better condition than the right turn situations now. 11th and Neil would be opposite each other. With this plan you do have the problem of disruption to the St. Helena School, I believe it is called the Catholic Rectory Building. We would greatly increase the traffic on Lawrence and we would have to have a signalized intersection at Lawrence and Cruse on this particular alternate. It would diminish the use of 11th between Warren and Jackson Street to just a local residential street, it should move the through traffic off from it. The aerial photograph is a little bit difficult to read in this area because it is spliced but the intent here is only to take the corner where St. Helena School is and the Rectory, which would mean the removal of those two buildings. The rest of the driveway here is intended to remain on the existing grid system. Are there any questions?

Alternate 4 is an alternate that has been studied practically since the steering committee started. It is one that was not presented at the first informational meeting but subject to the comments that we received, asking to avoid taking of businesses and reduce relocation as much as possible and the least impact to the area as possible, we evaluated the alignment of missing

the 500 block between 11th and Placer, also maintaining 11th Avenue in the alignment. This would create a signalized intersection at 11th and Cruse, Cruse and 11th would also be a major intersection, and signalization at Neill-Helena and Last Chance Gulch. 11th, between new Cruse and North Last Chance would remain open, but would be restricted to westbound traffic only, anybody that wants to east would be entering from Neill or Last Chance Gulch, would follow Cruse and make this particular movement. This movement going west, would be strictly for the 11th Avenue people to come straight down and take your left rather than going through this Helena - Neil intersection and taking a 200 degree left turn.

Under Alternates 2 and 4, Placer would remain open and Jackson Street would remain open. The closure, I think I told you before, was at 7th and this alley would be closed. Under Alternate 4 we would also propose to cul-de-sac or deadend Jackson Street north of 11th to prevent these extra turning movements. I think the grade in here is somewhere between 7 to 8%, in that area. So, to prevent any turns that would be disruptive and cause conflicts of movement, we would propose a cul-de-sac to close that street off and eliminate one nuisance leg.

Now, the cost of the four alternates I believe are in the E.I.S.. I will and read them to you. This will be the total project cost which would include all costs known to date. Alternate 1 is 2.65 million; Alternate 2, which is the one that came through the St. Helena School would be 2.9 million. We could, if Alternate 2 seemed feasible but there is a reluctance to take the building at this time or the cost of the buildings was extreme, you could turn the traffic at Warren at 90 degrees. I think everybody knows what kind of a bottleneck that would turn into and it would eventually program the taking of this building if this alternate seemed feasible and handled the traffic as anticipated. Alternate 3 is 2.3 million, Alternate 4 is 2.4 million.

The draft E.I.S. addressed the minor up-grading which would be just to channelize traffic, diminish this wide fan intersection at Jackson and 7th, it would remove all the parking on Jackson, it would also recommend removing this knoll at the west end of the Capitol-Sunset Apartments. this would improve sight distances and your approach distance for traffic at 11th and Jackson. It would make it a little safer. We would also recommend, under the minor up-grade, putting one additional right-turn lane on the south approach, going north on North Last Chance Gulch. I believe it would be in front of the optometrist's office there. That was one minor up-grading, that would handle the traffic forecast up to the anticipated capacity, but it would be as cumbersome a movement as you have now. As everybody recognizes, as you leave the existing Cruse Avenue at 6th going north, and everybody here knows better than I do, a left, a right and then a left and then a right in order to get out of the area. then you have the narrow right-of-way and I believe they are consid-

ering removing parking at this time. Mike have you already removed parking on Jackson Street? Yes, you have removed it already.

Now, the other minor up-grading we had discussed in the draft E.I.S. was to change Jackson Street to a one-way couplet, where Jackson Street would be going north, Last Chance Gulch would be going south as it is now, that increases the capacity but it also loads Last Chance Gulch by about 2 to 3,000 cars by the year 2000. It would have about 10,000 cars on Last Chance Gulch if we went into a one-way couplet. On all three alternates we addressed the no-action alternate, which is maintaining the existing patterns and capabilities of the existing corridors. Now, that is Alternate 1, 2, 3, and 4, we have addressed the historical district, the cultural, the costs and the alignment, but I am sure there is many questions, so lets open it up for questions?

- D. BARTSCH: I think that is about as good as we can possible do without getting into much detail. We would like to have some comments, questions for clarification and then some opinions for or against, may be some of the reasons why; the affect on your particular business. The way you see one alternate would be better or worse than the other, any comments of this nature? Yes ma'am?
- E. NELSON: I am Edna Nelson and I would make this comment. First of all I don't think it is going to do any good for uptown but nevertheless it's going through, so I would favor 4 for several reasons; coming uphill on 11th twice a day every day for years, I know if Jackson is left open, you have had it. There is some car going to get stuck in the winter and block traffic clear down to the intersection and somebody is not going to get started. I had it happen too many times. I favor number 4 over all the other ones that have been proposed. Incidentally, thank you for all the information, it is the first time I have ever known anything where you were informed ahead of time in this country, and that is the truth.
- D. BARTSCH: Well, may be we are getting a little better. Thank you very much. A lady over there please?
- C. FLAHERTY: Thank you, my name is Connie Flaherty and I am from the Diocese of Helena. I have a question on Alternate 2, what will the road look like as it comes up Lawrence in front of the Cathedral, in terms of width, parking lanes, etc.?
- D. BARTSCH: John, do you have that?
- J. KELLY: Yes, you are speaking about the alternate no longer up here, of 2 taking a southerly cut of 11th and coming onto Warren and then going down to Lawrence. It would be using the existing right-of-way. The only right-of-way width that we would be looking for would be, we might cut a little bit of the church's parking lot on this side. This proposal would possibly take a

few feet off from there to smooth the curve that would be entering into Lawrence, but we would maintain the existing sidewalks, the existing right-of-way width and we would make Warren south of this area a stop-sign condition, leaving the free turn on the preferential street.

- C. FLAHERTY: Okay, I have a second question then, would there be any access to that parking lot across the street from the Cathedral at the corner of Lawrence and Warren?
- J. KELLY: I pointed to the parking lot to the west of Warren?
- C. FLAHERTY: Yes.
- J. KELLY: If it meets and abides by the City codes as far as setbacks from the intersection, the width, yes you would have an access driveway into the area. Anybody who complies to the City codes gets them.
- C. FLAHERTY: Okay, I guess I have a third question then. What about pedestrian access from that parking lot to the front of the Cathedral?
- J. KELLY: It would be interferred with by the traffic. That is the best that I can tell you. If you are asking if there is going to be a signal light, or pedestrian control, or a bouncing ball, all projects the Highway Department are subject to the volume of pedestrian use. You will have the normal crosswalks, "Stop when Occupied", this type of information. But, that would be the extent of it right now.
- C. FLAHERTY: Okay, so there could possibly be a crosswalk there but no lights, or signals or....
- J. KELLY: A signal is not programmed until it is warrented. I believe it is in Helena, the Technical Coordination Committee, takes that under advisement, if they feel that the warrents are possibly there, they ask the Traffic Engineer and/or the City to study it and when the warrents are met they request funding to provide better pedestrian control. That stands true at the landfill area, as it and Memorial Park becomes more of a joint park use, if you read the E.I.S. that was addressed, they want continual monitoring in case there is a future need for a better pedestrian lane.
- C. FLAHERTY: Thank you.
- W. SHANAHAN: My name is Ward Shanahan and I am a member of the Cathedral Parish Council. I would just like to ask, looking at #2, does that road taking include the old Bishop Gilmore School or just the St. Helena School building there? There are two buildings, there is one older building near the Cathedral and then the one on the outside is the old high school building.
- D. BARTSCH: Let me clarify that for John here, Ward. John, right here in the photo is the end of the old structure, the old school

building that faces on Warren. Now attached to it but a newer building, which has a little ell sticking out toward Warren, that goes along there and extends quite a distance back toward Ewing. Now I can see, and I didn't notice this either until tonight, that the overlay slipped a little bit when they took the photo, the broken line that comes around there is supposed to line up with 11th. Now his question is, would the requirement for that get into this old structure or just that corner of the new structure?

J. KELLY: The recommendation is both structures to be acquired.

W. SHANAHAN: Is it both structures to be acquired? We aren't prepared to oppose the taking at this time but we do have some of these questions that we would like to know about.

J. KELLY: Under Alternate 2?

W. SHANAHAN: We have some tenants in some of those buildings. The State of Montana is a cost tenant in the old Bishop Gilmore School there and we also have a question with respect to the steps in front of the Cathedral. Is that road going to be widened to interfere with the step access to the front of the Cathedral?

J. KELLY: No, it would not interfere. The only work subject to the alignment in there, might be to replace your curb in the exact location that it is at now. We would also maintain the existing grades.

W. SHANAHAN: So, I guess the answer to my first question is that both of the school buildings would be taken in their entirety, is that correct?

J. KELLY: That is correct.

W. SHANAHAN: All right.

P. MELBY: My name is Pat Melby, I am representing the Helena Improvement Society which is an organization of Helena businessmen and women who are concerned with maintaining the vitality of the central business district. One of our long-range goals for a long, long time has been better access to the downtown area and for this reason we do support the extension of Cruse Avenue and the reconstruction of Last Chance Gulch from Neill to Montana. I think the majority of our members do prefer Alternate #4 as it does have the least impact on existing businesses and should be the less expensive of the alternates. Recognizing, however, the limitation on funding and the proposals to cut this kind of funding at the Federal level, we would suggest and urge that consideration be given to staging the construction of these projects in order that would include in this order; the construction of Cruse Avenue from 6th to Lawrence and tying that in with the existing street system. Secondly, if money allows constructing Last Chance Gulch from Neill to Lyndale, thirdly, if money allows, continuing with Last Chance Gulch to Montana

and finally completing the extension of Cruse, which would include some solution to that intersection at Helena and 11th and Neill Avenues and Last Chance Gulch. We would also hope, and I know that everybody here feels the same way, that this would be with the least possible impact on existing businesses and the unique character of this particular area and that these projects would be done, initiated as soon as possible. Thank you.

- D. BARTSCH: Thank you, that is a very positive stand on where you want us to be and that is what we are looking for. Does anybody have any particular change in that or a different approach than that? Tom?
- T. SCHMITZ: Yes, I am Tom Schmitz and I own a business in the 500 block on the proposed Cruse Avenue. I would like to go on record first of all that I oppose the continuation of Cruse Avenue because I do not feel it will accomplish a thing to improve business in the area. Who ultimately determines which alternate is going to be used?
- D. BARTSCH: John, do you want to go through the steps?
- J. KELLY: Well the steps, after the transcript is produced by the Highway Department, and is evaluated, the procedure will recommend is to go back to the Steering Committee which initially did a lot of work and a lot of the study, and evaluate all the letters that have been addressed to us, all the potential changes and then the Steering Committee would make a recommendation to the TCC. It doesn't mean that they have to follow it. The TCC, Technical Coordination Committee, which a representation I think addressed you earlier, which would be the County Commissioners, the City Commissioners and a representative of the Highway Department, they would make a recommendation to the City Commission of Helena. The City Commission would take their recommendation and pass it through to the Montana State Highway Department subject to their concurrence, the highway would pass it through the Federal Highway Administration for their concurrence. When that is done, then we can proceed with the final E.I.S. and design. Does that help?
- T. SCHMITZ: Yes. What my question mainly was that the residents and business people affected by this, ultimately don't have too much to say about it, right?
- J. KELLY: The purpose of this Public Hearing is part of the evaluation process and the letters that we receive.
- T. SCHMITZ: Okay, thank you for the answer. Another question that I have is that on Alternate 2 and Alternate 4, basically take the same route but there is a difference of 20 businesses being relocated as opposed to 10. Can you clarify that a little bit?
- D. BARTSCH: John, Joe is back here and has some of the study on the relocation. Joe do you happen to have that handy, can you explain that?

- J. MICHELETTI: The reason for the large number of businesses that will be disturbed by Alternate #2 is the taking of the two Catholic school buildings that do house several different organizations in there. Not only are they private organizations that do deal with the public but there are some Catholic-oriented businesses that are in that particular building and each has been counted as a business. You would have the same number of businesses downtown on 2 versus 4, except that you will have the additional ten in those two school buildings.
- T. SCHMITZ: Okay, thank you. The cost figures that you gave us, does that include everything, is that the total cost of each alternate, including acquisition of land, relocations, purchasing, everything, including building of the road?
- J. KELLY: That is the total project estimated cost at the present time, yes.
- T. SCHMITZ: Well, if my memory serves me correctly, after the last public meeting as you will recall, we had a little discussion after the meeting because there was some \$800,000 given as the cost of the project, which turned out to be just grading as I recall. But, after the meeting a figure of 4.3 million dollars pertained to one of these four alternates and I am not sure which one it was?
- J. KELLY: I will have to accept the blame for that if I took too high of a shot on that, because we did not have the exact figures that I used to develop the E.I.S. at that time, at the first public hearing. At the second public hearing we did come out with some figures more in line of what we have released in the draft E.I.S.
- T. SCHMITZ: Another question I have is, what is the net loss of parking places that would result in all four alternates?
- J. KELLY: We have that addressed Clete, can we find that in a hurry? I don't like to throw a figure out too much and at this particular time.
- I believe we have had them counted at one time in the draft E.I.S. I'm sorry I didn't refresh my memory exactly what the count is but it is fairly substantial. The alignment would disrupt the parking on the east side of this S.I.D. lot, we would be taking out the lot that is just east of the Montana Powder Building and we would also be taking out some spots that would be adjacent to, on either side of the carpet building. These are the ones. There is some parking right here just as you are approaching 11th Avenue.
- T. SCHMITZ: Well, one of the things that does concern me and the reason I made that statement at the outset about opposing the project is, the concern seems to be to gain more business downtown, in the downtown area. With the completion of Cruse Avenue it looks to me like we are going to have a monkey speed way, where

a lot of people can get down there but where are they going to go when they get there, as far as the retail businesses are concerned and parking spaces for employees and this sort of thing?

- J. KELLY: The parking, the acquisition of the lots, I cannot say what the actual taking would be and what would be left or the severance would be that is too far right now in the future. But, the purpose of the whole thing is a loop system, as I see it, access to the property, to the Federal Building, to your mall area and around the loop area is a necessary link. You have had the Cruse Avenue stopping at 6th and they have a minor east-west arterial here. If you continue Cruse you will be connecting into the area to the valley, to the north, which is addressed in the draft E.I.S., you will also be connecting into 11th and Neill Avenue, which is a major east-west connector. But that is a long answer and I don't know if it satisfies you.
- T. SCHMITZ: Well, I would like to go on record then as not being in favor of Cruse Avenue, but if we have no choice it would be Alternate 4.
- D. BARTSCH: Tom, I might ask or probe your thinking a little bit on the question of the parking. I'm not sure that the Highway could get into this very deeply but maybe through the City Planning, that may be able to do this. When we get into the Design Hearing on whatever alternate finally boils out of this, address some additional parking somewhere, I guess I am inserting that thought to the other agencies that will be reviewing this, that we should look at some parking replacement somewhere in the job, or after the job. Would that be fair?
- T. SCHMITZ: Yes, I just have one more comment, Dan. In defense of the initial north portion of the project as far as the park is concerned, you said it has delayed some projects as much as two years. But, at the outset of the meeting it was indicated that April of '84 is when the letting would be so, if they were to start now acquiring, the two years would take care of it, wouldn't it?
- D. BARTSCH: That's about right. Yes sir, right here?
- C. PYFER: My name is Clark Pyfer and I have property at 555 Fuller and also have a little interest in the Arcade Building. I have been a Charter Member of the Helena Improvement Society since it started about four years ago. We have had an awful lot of breakfasts at the Travelodge every week for some four years, as some of us know. I don't want to be redundant and I just want to, number one echo exactly what Pat Melby says, which seems to be our unanimous opinion of the group that studied this for a long time and have monitored rather closely the Steering Committee's work on this as well.

I would just like to add too, that I personally support all the things that have been said about the other end of the project, particularly the moving it to the east even though it will probably

not endear me to my friend Bill Headapohl at the Montana Power. There were several comments that I didn't understand, I think we ought to get Joe back on the pan a little bit, I thought he said that they would plan to go to bid April 1st of '82 with a portion of it and then somebody said '84, which? Is it '84 before you would have any opportunity to go to bid with this?

- D. BARTSCH: Right, in our letting schedule and I think Joe said that, maybe not too clear, but it is April of '84.
- C. PYFER: That probably is the thing that disturbs me about this the most. I think that you have done a magnificent job of informing the public but, this is now going on, it will be four years before anything can move. It certainly seems to me that the area in segments could move a whole lot faster than that, particularly as we recommend that. I think it ought to be pointed out, that the first section there, the 6th to Lawrence or Lawrence to 6th segment, only requires the acquisition of the property of Hustads on the corner of Allen and 6th, and I believe that is less than four businesses, is that correct Joe? How many businesses there are....
- D. BARTSCH: Valtron, and Dr. Score's office on the corner, is that the building?
- C. PYFER: Yes, that building is only one ownership and I believe it has less than four people.
- D. BARTSCH: He said six.
- C. PYFER: Six people in there, it is a one-story building and the relocation is relatively simple by comparison with some of the other things that we are talking about. So, when we talk about four or five or six year terms, as far as the rest of the disruption is concerned, it seems to us that in the reality of it we should be addressing this section right here and moving quickly to property acquisition, being only one spot that we need. Then secondly or perhaps as long as we don't lose our priorities, doing the area from Lyndale to Neill or Neill to Lyndale so that you get that section that doesn't require anything. You could even do it for \$65,000, that would be a whole lot better than what you have now and would certainly make it more attractive. I think that Mr. Schmitz would agree with that. That would certainly help to bring people into your area of downtown. I think that the parking situation is something that we have all been concerned about and that #4 does less violence to the parking situation than any other.

There are plans both for another level of parking on Jackson, that is part of the design, that is the area between 6th and Lawrence. That would give additional parking in very close proximity to the 500 block. This would not do any violence to the existing parking behind the Globe on Jackson. It is almost essential, if you are going to get a parking structure that goes along with the Sheraton Hotel, that this continuation of

the loop be accomplished. That has been almost a given from the beginning and I think that for the Travelodge's plans to be successful you have to have that as well.

I have one final thing in addition to the compliments, I want to complain bitterly about the lousy photography because that probably causes more problems than anything else. Every time you try to explain these photos and these alternates you are looking at the shadows instead of the building. When you have somebody take a picture again let's take it on a cloudy day. Thank you.

D. BARTSCH: Thanks Clark. John said that somewhere in his draft he has a comment about the parking.

J. KELLY: To answer your question on the number of parking, what we counted by photograph and bear with me, plus or minus some, it was 27 parking stalls in this area subject to the alignment, 7 around the Kain Building and plus or minus about a 100 between 11th and Lawrence is on our count.

D. BARTSCH: Thank you, John. A gentleman over here?

H. MASSMAN: I am Hugh Massman and a little like John Wall, I guess I have three hats. I have first, a hole in the ground on the corner of 6th and Last Chance Gulch is certainly interested in this subject, and secondly I and a group of people who were in those buildings have purchased and are engaged in a major refurbishment of the Elk's Building right across the street. Like Clark, I have been an active participant in the H.I.S. organization for several years and I want to make a couple of comments. First, I think that, I hope to heaven that we don't have to wait another four years or three years until '84 to do something between 6th and Lawrence on this because I think it has such a major impact on the development of additional parking which has been mentioned here between what is now Allen and Jackson, or would become Cruse and Jackson. I think that, that certainly would become a two-level parking area in all probability, to accommodate that need, I think overall we would acquire added downtown parking. It would give some definition to what needs to be done to acquire more parking. The first phase that is mentioned again in this book indicates a cost of less than a million and compared with the overall project, it would seem like at least a good starter. I too want to support the completion of the whole project down to Montana because I think the community definitely needs it and I think it is consistent with downtown planning for the last ten years. Thank you.

D. BARTSCH: Thank you. Yes Sir?

M. NELSON: I am Mickey Nelson and I live at 611 North Jackson. It appears that the project will go. I still have to settle some doubt that it is going to have any effect downtown. As my colleagues know I don't buy anything except in Helena and mainly downtown, so they know I do support them. But, if it does go, we have to definitely look at the residential ramifications of these other areas and alternates that are offered. Alternate #4 definitely gives the

best alternate to the residential properties that will not be totally removed, by putting in the cul-de-sac in the 600 block at Jackson at 11th Avenue. For that reason I would have to support that. I also would say that any of these other alternates, if a cul-de-sac was considered there at that ending of Jackson onto 11th Avenue, the 600 block, that I could support this same type of a move. At the same time, we look at Alternate #2, 11th Avenue as long as I have lived there, which is my entire life and two generations ahead of me, has definitely increased with traffic flow and there is no one going to convince me that traffic flow is going to be cut down to 10, 12, 15% or some ridiculously low figure like that for traffic that is going that direction. Jackson Street will end up being a continuation of 11th Avenue at a very high volume of traffic I am quite sure, on the uneducated level, but I am sure it would prove to be that way.

Presently I have been trying to get buses off of Jackson Street and I don't mean our City buses, but our cross-country buses and that seems to be an impossibility so I am sure that there wouldn't be any change. At the same time I have to support all those ahead of me, Mr. Melby, Mr. Massman, Mr. Pyfer, that have spoke on this section of doing this one leg at a time and doing those most critical areas first. I think that maybe I could be much more supportive after we did get in the leg from Lawrence Street to 6th, or 6th to Lawrence and see what does happen there. Definitely we are decaying, North Last Chance Gulch from Neill Avenue down, we are getting vacant buildings in there and curbs and sidewalks that are going to pieces because cars are parking on them and etc. \$64,000 for that I think would definitely generate business to that area and bring it back to what it should be. Thank you.

D. BARTSCH: Thank you, Mickey. Okay, we are getting some fairly reasonable lines drawn supporting different steps, Ed again?

E. McHUGH: Yes, Ed McHugh. At this time I speak for the Helena Citizens Council of Transportation Committee. I would like to stress first that the Committee met two nights ago, I believe it was the 21st and we have not been able to take our recommendations to the HCC, which meets next week, we will do it at that time. We feel, due to the fact there were quite a few members of the HCC at our meeting that they will pass it, plus the fact of our recommendations were unanimous. So take our recommendations as they are, they haven't been passed by the HCC as yet.

The first one, and I will read it. Because of the apparent funding limitations on the entire Cruse Avenue-North Main Street project, the Transportation Committee suggests that Helena decision makers in this project, consider constructing a first segment of Cruse Avenue from 6th to Lawrence, so that it connects directly with the existing location of Jackson and Lawrence. If such a configuration was installed it could stand by itself and be more useful than it would be with the "T" intersection at Lawrence. In other words, the first segment of

the project would be a useful and useable unit. If funding for the urban transportation system is cut off, the first segment of the project could operate for many years and achieve much of the goals that have been set for providing access to the downtown area.

The improvement of Jackson Street between Lawrence and 11th would of course, be a necessary portion of the project. It might even include the rearranging of the proposed five-way intersection at Neill Avenue and North Last Chance Gulch. However, even that intersection could be delayed should funding be unavailable. It is further recommended that the City acquire first option for purchase of right-of-way, or other such interest to assure smooth transition of ownership in the timely manner when needed for further construction of this segment. This was our first recommendation and coincidentally it seems to go hand in hand with the Helena Improvement Society and various others who have testified here tonight.

The second recommendation that we have to make is that, for any reason that; as we understand the priorities now, that Cruse Avenue is number one priority, North Main from Neill to Lyndale is number two and North Main from Lyndale to Montana Avenue, number three, if for any reason the engineering, right-of-way or something causes this project to be held up to a point to where the urban money that we have in Helena today, which is approximately a million dollars, is jeopardized, and I understand if it isn't committed or under construction in some 18 months, it will be taken back by the Federal government, so if it is in jeopardy, we recommend that the two Main Street projects immediately be undertaken, so that money is not lost.

D. BARTSCH: Thank you. I guess I did hear that there is a limitation on the availability of that money, which we have ready and available. I am not sure what the date is, I am glad you brought that out and into the record.

E. McHUGH: Well, I think what we are saying is, your date of 1984 is totally unacceptable. I think that everybody here would agree, for two reasons, the one is the urban money will be lost and half of the money we have to spend will be lost in round figures. The other half is that the gas tax money that we continue not to spend erodes each year by the inflation factor. So the money that we had five years ago still standing in the pot, doesn't exist anymore, it is gone, for the most part due to inflation and erosion. To postpone it four more years and erode that money that we have now, another 60-70%, is totally unacceptable. Whether it is the City fathers, the State Highway, the Federal, whoever has caused all of this we don't know. Our transportation study has more or less been the cause of it, waiting four years to get the study back, whatever those reasons are, we have had it. I think the people of Helena have had it right up to their eyeballs. So, it is unacceptable and we can get rid of red tape if we work at it and I think we are all here tonight representing various parts of the City, the State,

Federal and we can get rid of that red tape a lot easier than what the time schedule you have. That basically is what I have to say.

D. BARTSCH: Thank you very much for that emphatic statement. Anybody have some variations to that. Everybody feel that they were represented by the different ones who spoke, that expressed their opinion? John?

J. WALL: I am taking hat #2 now. I am talking about 26 11th Avenue, that is the old homestead up there and that is where the cul-de-sac is on that present one. No matter which one they pick, if they would put a cul-de-sac there on Jackson, it would work just about as well on any plan. I think really, plan #3 would be a better plan than 4, in that, when you come down to the intersection of Neill and Helena Avenue you have just four streets coming in instead of five, am I not right? And if I am not also wrong, I believe that has the less gradient of any plan of coming up the hill, is that not right?

D. BARTSCH: Coming up the hill, on 11th you mean?

J. WALL: Yes, I realize that, but 1% is quite a bit when you are talking 8 and 9, I believe. Well, I understand it does take out a few more businesses but on the other hand I think, according to your costs here the total cost of 3 is the least amount too, by about a \$100,000, it is the most reasonable plan.

J. KELLY: The reason for the less grade is that it catches up to Cruse when Cruse is still going down hill, the other grades have to hit North Last Chance, we sort of catch up....

J. WALL: 11th Avenue is a tough hill and always has been.

J. KELLY: It is a tough hill, yes.

J. WALL: And it is going to be maybe worse here. One other comment I have to make in this, I still have a little interest in the Steamboat Block Annex, but it applies up on Cruse Avenue as well. Are we making these streets wide enough? In other words, the way they are planned right now, from Lyndale clean onto the top end of Cruse, we are going to have parking according to this present plan, right?

J. KELLY: Are you saying from Lyndale clean through, parking? Yes correct.

J. WALL: There will be parking there, but it is only a two driving lane?

J. KELLY: Correct. With a left-turn bay.

J. WALL: Yes, and I am just wondering if we are not getting sold down the stream again on this one. As soon as the traffic comes up you are going to lose all the parking from Lyndale to the top of Cruse and you will be back in the same old saddle again, no parking uptown. I think, if uptown has got any problem whatso-

ever it is parking, and when they decide that they are going to furnish free parking, that is when uptown is going to go. I think that we have got to furnish those streets with parking forevermore. In other words if you are going to put parking on them now, it should be sacred and never taken away and that is all I have to say.

D. BARTSCH: Thank you, John. A gentleman back here made the comment, he thought it was four lane. John did touch on the possibility of a very far distant future alternate of possibly converting some of this to four lane, but the present design and the present presentation is two lane, from Lyndale, back.

MAN: Cast in stone is what I said.

D. BARTSCH: Oh, cast in stone at the present time. Pardon?

MAN: Where is the rest of the City people?

D. BARTSCH: Where is the rest of the City people, I don't know. Cort Harrington?

C. HARRINGTON: I am Cort Harrington, could I say something? I have opposed, violently plan #3, which my neighbor there just recommended. First of all, I think it takes out too much business property, it takes out the 500 block on Last Chance Gulch and secondly in the earlier part of the speech this evening Mr. Kelly said that it would close 11th Avenue from Jackson down and it would also close the alley behind 11th. That would put me a half a city block from the closest anything. I would have no parking in front of my house, I wouldn't parking in back of my house, I would have no parking anyplace. Garbage, now they pick it up in my backyard, near the back porch, here I would have to carry it a block and a half to have the garbage truck get to me. So, I violently oppose 3.

Personally, if I had a choice, I think that 4 is the most logical plan of any of them. I think that you take out the less business and people coming from the other side of town can make it out to the highway, and if they are going east, they can make it out to the east with just a little short curve there. The rest of them, if you are coming from the west side going to the highway you have a great big "S" turn. I think the smaller you can make that "S" turn the better off you are going to be. Thank you.

D. BARTSCH: Cort, thank you. I would like to outline the variation of the alignment on this first leg as referred to by the H.C.C. Transportation Committee. This starts at 6th with the same angle as it shows here but continue almost straight ahead and even turn slightly to the west, so that it drops down and probably passes through part of the Kain Building. It drops down to come in line with Jackson at Lawrence at this point?

- N. PEARSON: That is correct. Some advantage of that would be the elimination of quite a large cut and several of the takings of business on that second segment of Cruse. It would take at least a portion of the Montana Powder Building, however, I think most of it could remain unaffected and again, I would like to stress it would be a useful and useable unit, something that perhaps would be achievable with the funding that is now available. Lastly this did not come from the HCC. I have heard around town that once Cruse is constructed that the Parks and Recreation Committee should begin immediately on planning for the Helena Grand Prix routing, which would be quite an asset, I think to the businesses of the downtown and to the entertainment of all, thank you.
- D. BARTSCH: Thank you.
- J. KELLY: We can't guarantee that the design will be set for a Grand Prix on the thing. But, we appreciate it and we do have your letter.
- S. SEIFERT: I am Si Seifert, I am the General Manager and Secretary of the Globe Clothing Company, we have two stores downtown. I didn't plan to say anything here tonight until the last remarks. Every time the Helena Citizens Council gets up to talk I get panicky. When we built our store on the upper end of the mall, which is now our women's store, part of the transportation complex to reach that store and reach the Federal Building was the crosstown connector. The street on the south side of town. The Helena Citizen Council started a very effective movement and killed that off. The only way that we can get adequate access to that store on the south end of the street is if we can complete this loop around downtown.
- I am in business down there, I have a very, very substantial interest in two businesses in the area that will be most affected by the completion of Cruse Avenue and I want to point out that regardless of what the Helena Citizen's Council says, we are very, very interested in the completion of Cruse Avenue. Right now, we feel, that good access and good egress to downtown has almost been eliminated and without the completion of Cruse Avenue it will be eliminated. Thank you.
- D. BARTSCH: Thank you, Si. For those of you leaving, Ray has those sign-up books out there at the back door, so anybody that is leaving they can get their name and address out there. Ed?
- E. McHUGH: I think we need a point of clarification because there has been a misunderstanding. The HCC is not in favor of abandoning the Cruse Drive at Lawrence. We are just passing ideas as to how it would come into Lawrence and be useable. As was stated in our first part, we want the City and the State to consider lining up right-of-way immediately if possible, by leases and options and things like that so in counter to Si Seifert, we are opposite to that, we are speaking in behalf of it not to abandon it.

D. BARTSCH: Okay, fine, Ed, thank you. Yes sir?

C. PYFER: I am Clark Pyfer again and I think that Si should be put on record as being in favor of 4, he didn't really say that.

I want to make a couple of comments, we certainly appreciate the support that we are getting from the HCC but I am concerned that, if we consider Alternates 5 or 6, or whatever this might be, of the proposal that you are making, that takes all of that parking away, behind the Globe. But, more importantly, it would add another entirely new process into this, a total new procedure. You would have to go through this whole mechanism all over again.

I think that Ed addressed that emphatically and we certainly echo it, that '84 is totally unacceptable and we could add another two years by starting another series or another alternate in there. I think that what Si was addressing was the facetious comment about the Grand Prix, which frankly I don't think should be in here at all. I think that there is problems whenever you put a straight stretch of road and I think that we have too many places where you can't have the Grand Prix in Helena. Also, Duane Lewis was at our meeting, he is Administrator I believe for the Federal Highway Department for Montana and he pointed out very emphatically what Ed has said, that we have a two-year phase down here. If we don't use these funds, which I believe are two million, rather than a million that Helena has set aside, \$400,000 a year is supposed to be going into that, so it is probably only a million worth after the shrinkage of inflation, but it is supposed to be two million and we better get cracking and cut all the red tape that we can to get that done right away and without delay.

D. BARTSCH: Thank you. We will hopefully pass those comments so the people that are reviewing this will take note of those. Yes, ma'am?

P. SCHNECKLOTH: I am Pat Schneckloth and we have property in the 500 block on Main. I would like to say that we are opposed to Alternate 2 and Alternate 4 because it takes out parking behind the building known as the Dawn Hotel Building. It not only takes out our parking but it comes so close to the back of the building that there is no way for our garbage to be picked up and also our boiler room runs under that street and when the street would go through behind there and not take our building, it would probably knock down the wall to our boiler room and by taking the boiler room we have knocked out heat for the building.

N. SCHNECKLOTH: Also, I would like to ask one question. How much lower on that plan, or the other one, would Jackson Street be lowered?

D. BARTSCH: You are particularly concerned with right behind the hotel?

- N. SCHNECKLOTH: That is it, that area right there. How much would it be lowered over and above what it is right now?
- D. BARTSCH: The edge of the new Cruse Avenue, if you came through here behind that building, would be just exactly the same level as Jackson is right now.
- N. SCHNECKLOTH: Okay, see my boiler room is down approximately 15 to 18' from that and if they are in that area working with heavy equipment, I am quite sure they would destroy my wall. One other question that I would like to bring up here at this point. They say, according to E.P.A. they want to alleviate the five intersections at Neill or make it two forks, excuse me, and get rid of one, but on two of these plans it looks like we will still maintain the five, is that true?
- D. BARTSCH: Yes, that is true. Thank you. The only comment I have is, you said it would eliminate your garbage pickup. Your garbage pickup would be the same, the street would be there, there is parallel parking spaces along there and they would serve you about the same. It is true that your parking spaces across Jackson Street to the east, would have to be acquired, you are right there. Sounds like as far as I know we have covered most all of the questions and some of the opinions that we are looking for. Anybody else have anything to add? Mr. Schneckloth, yes?
- N. SCHNECKLOTH: Which one do you prefer, which route do you people prefer, which alternate, 1,2,3 or 4?
- D. BARTSCH: As far as I know, at the meeting that I have been to with the consultants and different people from the Highway Department, we have no particular feeling on way or the other.
- N. SCHNECKLOTH: I see.
- D. BARTSCH: The alternates that direct the traffic toward town off of 11th will serve a good portion that want to go that way and if you swing it the other way, it looks to us like you would serve a good portion, also. As far as I know, we don't have any particular preference, we are waiting to hear what we are hearing and evaluate what is being said. Hopefully, it will give us some direction.

I had better wind this up with a couple of other comments, I already mentioned the signing up. I do have a mailing as those letters that we have sent out get returned, they don't get delivered, that address goes off the mailing list. For those of you who spoke or that want a transcript, I would like to have you put your name and even though you may be on that mailing list, I will cross-reference it and hopefully only send you one, but I would like your names on as attendance here and reinforce that request too. Remember to write in, any written statements that come in after this, within the next ten days to two weeks, will be included in the transcript. I really apprec-

iate your attention and your input tonight, sorry for the late hour, but we did have a big project and I think we accomplished alot, thank you.

cp/pz/337A

13 North Warren Street,
Helena, Montana, 59601
May 20, 1981.

Steven Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
Helena, Montana, 59601.

Dear Mr. Kologi:

DEIS - M5815 & M 5807

I appreciate receiving The Cruse Avenue Extension, and North Last Chance Gulch reports and studies.

Having lived in Helena most of the time since 1937, I've slid up, sideways, and down the first block of 11th Avenue between Last Chance Gulch and Jackson Streets many times, and watched other motorists every time we had a fresh snowfall. Getting rid of that one block of traffic is a MUST. And, I favor Alternate #1. Actually, it would be more functional if you could move all the east-west traffic off 11th Avenue, and get it down to 13th Avenue, but the screams of the citizenry would be even louder than at present because our pretty little town was thrown together as onelander would break up his acreage into lots with some kinds of streets and add it to the city, whether or not it fitted anyone else's plan. That's why we have the wonderful jumble of ideas. And that's why I think its about time we tried to bring a little order out of this chaos.

Each property owner who screamed bloody-murder at the evening hearing I attended, as these ideas were presented, was most hopeful, in the quiet of his home, that he would be bought out and could retire with a nice little nestegg, or located somewhere in some home or business location to his liking.

The concern about what to do with tenants of low-rent property is a beside-the-point issue. Look how quickly all of those who lived in the Denver Block moved and found other suitable quarters when they were finally given their notice to be out by a certain date! Housing is available in Helena. So are business locations for those businesses that will be displaced.

The one point you have overlooked in your plans for the North Last Chance Gulch improvement is what you are going to do to successfully handle the automobile traffic from Memorial Park when we have ball games that attract large crowds. You have an approach for getting traffic out of the park, and onto North Main Street for northbound traffic. I think you have to run a traffic lane westerly alongside the BN tracks, under the North Main Overpass, turning left and rising to put that flow of traffic that wants to go south onto Last Chance Gulch.

I'm certain you've been in Helena long enough to know what traffic problems we have in getting crowds out of the Memorial Park after sporting events. I'm certain you've been around Helena long enough to know what a nightmare it has been for the city to get their equipment out of their garages and onto West Lyndale, or across Lyndale if it wanted to go east because we didn't have sense enough or money enough to put an underpass from Carroll College and the shops, alongside the railroad tracks and south again on Getchell, or swing around up to Lyndale heading East. Sure, it would have cost a little money then, but it certainly has cost a lot of money in gasoline, in time of employees sitting

and waiting for a break in traffic so they could get their machines onto Lyndale and block traffic as they tried to maneuver down and across.

Thank you for considering my viewpoints.

Very truly yours,
K. O. MacPherson
K. O. MacPherson

PS: Please note my new address at the heading of this letter, and direct all future correspondence to me at this address - not 619 Dearborn as was originally signed by me at the time of the hearing.

Date Recd. Preconst. <u>5-21-81</u>				
Act	Info	MAIL ROUTE	Attach	Initial
		30		
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environmental		
		34 Hydraulic		
		35 Surfacing Design		
		35 Photogrammetry		
		<i>Kapp</i>		
		36 Traffic		
		37 Pub. Hearing		
		38 Sec. Urban		
		39 Consultant Design		
		<i>File</i>		

Transportation Committee
Helena Citizens' Council
City-County Building
Helena, Montana 59601
May 22, 1981

Mr. Steve Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
Helena, Montana 59601

Dear Mr. Kologi:

The Transportation Committee of the Helena Citizens' Council is a standing committee of the Council which meets monthly to discuss transportation matters in the city of Helena. The Transportation Committee has closely followed the progress of the Cruse Avenue-North Last Chance Gulch project and has been represented on the Project Steering Committee during the project planning and environmental assessment efforts. The completed draft EIS on projects M5815(1), M5807(1), and M5807(2) has been reviewed and discussed by Committee members. The consensus of opinion is that the document contains valuable information on the impacts to a wide variety of concerns affected by the proposed project. The draft statement is a compliment to good transportation planning.

Having a familiarity with the draft EIS but not being experts in transportation planning, our Committee wishes to offer the following recommendations to the draft EIS:

- o Because of apparent funding limitations on the entire Cruse Avenue-North Last Chance Gulch project, the Transportation Committee suggests that Helena's decision makers in this project consider constructing a first segment of Cruse Avenue from 6th Avenue to Lawrence so that it connects directly with the existing location of Jackson at Lawrence. If such a configuration was installed, it could stand by itself and be much more useful than it would be with a "T" intersection at Lawrence. In other words, this first segment of the project would be a "useful and useable unit." If funding for the urban transportation system is cut off, the first segment of the project could operate for many years and achieve much of the goal that has been set for providing access to the downtown area. Improvement of Jackson Street between Lawrence and 11th Avenue would, of course, be a necessary portion of the project. It might even include the rearrangement of the

Mr. Steve Kologi, Chief
 Page Two
 May 22, 1981

proposed five-way intersection at Neill Avenue and North Last Chance Gulch. However, even that intersection could be delayed should funding be unavailable.

It is further recommended that the city acquire first option for purchase of right-of-way or other such interest between Lawrence and Neill Avenue to assure smooth transition of ownership in a timely manner when needed for future construction of this segment.

- o In the event that urban system funds are not committed on the Cruse Avenue project at an early enough date to allow transfer to another project without being lost, then the Transportation Committee recommends that these funds be transferred for prompt use on the North Last Chance Gulch project.
- o The Transportation Committee requests that a more thorough discussion of alternative funding sources be addressed in the event that urban system funds are terminated.

Thank you for considering these recommendations.

Sincerely,

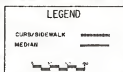


Phil Porrini, Chairman
 Transportation Committee
 Helena Citizens' Council
 and member of the Project
 Steering Committee

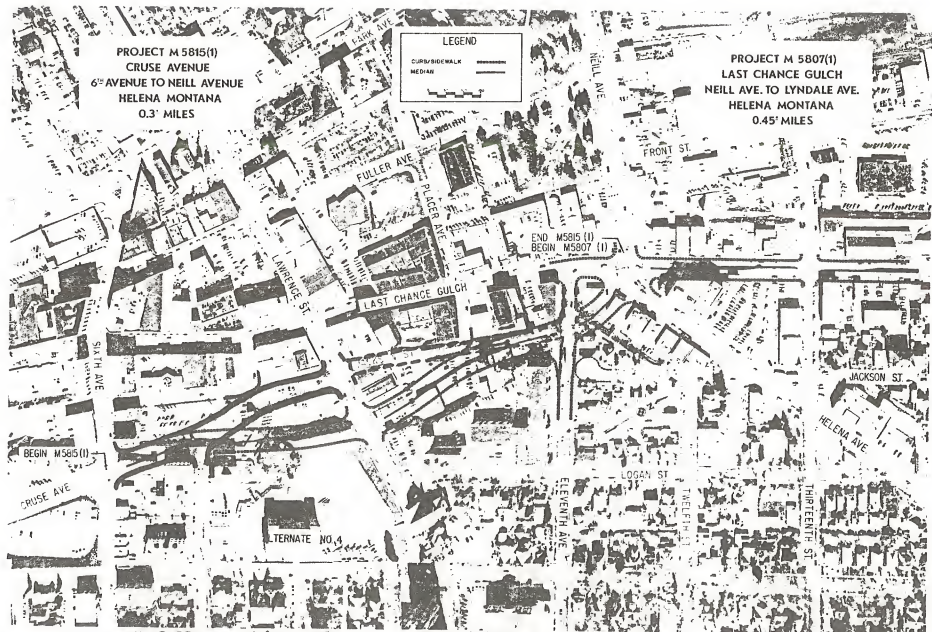
cc: Mayor Brown
 City Manager
 Transportation Coordinating Committee
 Areawide Planning Organization
 City Transportation Engineer
 Helena Citizens' Council, Chairman

Date Recd. Preconst 5-20-81	
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35	35 Photogrammetry
36	36 Traffic
37	37 Pub. Hearing
38	38 Sec. Urban
39	39 Consultant Design
File	
Initial	Attach

PROJECT M 5815(I)
CRUSE AVENUE
6th AVENUE TO NEILL AVENUE
HELENA MONTANA
0.3¹ MILES



PROJECT M 5807(I)
LAST CHANCE GULCH
NEILL AVE. TO LYNDAL AVE.
HELENA MONTANA
0.45¹ MILES



- FIRST SEGMENT
- 6th - LAWRENCE
- existing network
- LAWRENCE - NEIL

suggestion:

Transportation
Committee 210

Helena Citizens Council
City County Building
Helena, Montana 59623
May 29, 1981

Mr. Steve Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
Helena, Montana 59601

Dear Mr. Kologi:

This is to inform you that the Helena Citizens Council at its monthly meeting on May 28, 1981, endorsed the Cruse Avenue-North Last Chance Gulch projects comments submitted to you on May 22, 1981, by its Transportation Committee.

The full HCC, through its transportation spokesman, Nils Pearson, wishes to emphasize that the suggestion "to construct a first segment of Cruse Avenue from Sixth to Lawrence so that it connects directly with the existing location of Jackson at Lawrence" is offered for your consideration and is not a recommendation. The rationale behind this is to give the decision makers an alternative for obtaining a "useful and useable unit" should funding for a completed Cruse Avenue not be available. In other words, should that segment between Sixth and Lawrence be the only portion of the project constructed for many years to come it should be built to provide optimal service in the most cost-effective manner.

Furthermore, the Helena Citizens council supports the Helena Improvement Society in its long-standing efforts to complete the Cruse Avenue projects as expeditiously as possible.

Respectfully yours,

Rayleen Beaton
Rayleen Beaton
Acting-Chairman, HCC

cc: Mayor Brown
City Manager Erickson
Transportation Coordinating Committee
Areawide Planning Organization
City Transportation Engineer
Helena Citizens Council, Chairman
Helena Improvement Society

Date Recd. Preconst		6-1-81		
Act	Info	MAIL ROUTE	Attach	Initial
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		35 Surfacing Design		
		35 Photogrammetry		
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		36 Traffic		
		37 Pub. Hearing		
		38 Sec. Urban		
		39 Consultant Design		
		File		

Helena, Montana

May 14, 1981

Montana Department of Highways

Helena, Mont.

Highwaymen:

After studying your Draft Environmental Statement, I am amazed at the extent that you people went to appease the Mont. Power and the Burlington Northern.

Instead of planning to straighten out a curve, you have increased the arc of this curve by 22', raised the height of the bridge some 4', sliced 5,000 sq. ft. from Bausch Park, sliced 22' off the front of my lots, sliced some off Sharbone, not to mention closing off Memorial Park. You can't be proud of your plan if you look at it from a purely professional view point. You just can't.

The resulting roadway and bridges will be a higher and sharper and more dangerous curve in icy and wet weather. You know it.

Also, I don't see any hint of an access to my property. An access is also an essential to me as well as the Montana Power.

No, I disapprove of your plan. So will any other citizen who looks at the plan.

Date Recd. Preconst. 3-18-81				
Act	Info	MAIL ROUTE	Attach	Initial
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		31 Contract Plans		
		32 Loc. Road Design		
		33 Environmental		
		34 Hydraulic		
		35 Surfacing Design		
		35 Photogrammetry		
		36 Traffic		
		37 P.S. Hearing		
		38 Soc. Urban		
		39 Consultant Design		
		40 File		

Disappointed,

H. T. O'Reilly

H. T. O'Reilly

Box 601

Helena, Mont. 59601

**REALTY WORLD® - 4 Seasons**

1824 North Main, Helena, Montana 59601
Telephone: (406) 443-7650

May 27, 1981

Steven Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
Helena, Montana 59601

Dear Mr. Kologi:

I was informed by Del Sharbono one week ago that the State of Montana was considering putting another lane of traffic through the existing parking lot of this building at 1826 North Main Street.

REALTY WORLD - 4 Seasons is currently bound under a lease agreement with Mr. Sharbono for the purpose of selling Real Estate from this building. The eliminating of parking and the poor access that would occur from this contemplated project would create an extreme hardship on REALTY WORLD - 4 Seasons.

Economically we contribute to the City of Helena and the State 9 employees with a projected 6 million dollar per year income plus providing to the people of Helena a market to buy and sell homes. We feel it would be extremely difficult if not impossible to find another location as usable as the one we are currently leasing.

If we have to move we would also lose sales by ending our working relationship with Sharbono as we currently market their new homes as well as have them price out and build new structures for anyone that comes to the Real Estate Company to have a new home built.

We would hope you would reconsider and re-evaluate this project by taking some property from the east side of the highway where there are no structures in existence and consequently incur less damage to the business community of Helena.

Sincerely,

Richard Larson
Broker, Owner
RL/ab

*Handled at Billings
to be included in
summary*

Act	Info	MAIL ROUTE	Attach	Initial
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30 Eng. Specialist				
31 Contract Plans				
32 Loc. Road Design				
33 Environmental				
4 Traffic				
35 Surveying Design				
35 Photogrammetry				
35 Traffic				
37 Pub. Hearing				
38 Spec. Urban				
39 Consultant Design				

File

"A WORLD of Difference®"

Each office independently owned and operated

VALLEY DEVELOPMENT, INC.

P. O. Box 4505
Helena, Montana 59601

May 27, 1981

Steven Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
Helena, Montana 59601

Dear Mr. Kologi:

We, Valley Development, have been in business for four years. We have been located in the Sharbono building for nine months in which time we have had substantial success in the housing market. We are also under lease agreement with Del Sharbono.

Del Sharbono has informed us that the Highway Department is considering moving North Last Chance Gulch 40 feet towards the Sharbono building thus eliminating parking for Sharbono Construction, Valley Development, 4 Seasons Real Estate, and International Diamond Corporation. Also, you are considering closing Chestnut, thus eliminating our access to the building. This, combined with raising North Last Chance Gulch 4 feet and other changes, will put traffic directly in front of our second story office windows. Not to mention traffic increases through residential areas surrounding the Sharbono building as our excavating equipment, trucks, customers and sales staff are in and out of the yard constantly. We feel these changes will hurt Valley Development and the community substantially.

Having seen your plans, we feel the Department of Highways is making a gross error by not moving the road 40 feet to the east as there is ample room through Montana Power, and Steffek Equipment to avoid such damage to the business community.

We hold our location largely responsible for our success in Helena. Much of our competition has been here for years yet, the locations of their offices is largely unknown to us and the home buying public. If we are to lose our accessibility to potential customers, this could hurt us substantially. Thus, cutting our work force which is currently 19 people, not including the business that our residential building generates with local lumber yards, appliance stores, carpet stores, etc.

May 27, 1981

Page Two

In closing, please reconsider moving North Last Chance Gulch to the east as the financial repercussions of this move would be less burdensome to the Helena community.

Sincerely,

Steve Beasley
Steven E. Beasley, President
Valley Development, Inc.

Date Recd. Preconst. <u>5-28-81</u>			
Act	Info	MAIL ROUTE	Initial
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		31 Contract Plans	
		32 Loc. Road Design	
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		35 Photogrammetry	
		36 Traffic	
		37 Pub. Hearing	
		38 Soc. - Urban	
		39 Consultant Design	
		<i>As per?</i>	
		File	



DELBERT SHARBONO, PRESIDENT
1826 NORTH MAIN PHONE 406/442-5122
HELENA, MONTANA 59601

May 27, 1981

Steven Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
Helena, Montana 59601

Re: Draft EIS
North Last Chance Gulch
Project M 5807 (2)
Helena, Montana

Dear Sir:

We take this opportunity to comment on the above referenced project. We understand that the comment period extends through June 1, 1981.

We own property directly adjacent to the proposed project. That property is known by the legal description of - Block 16 of the Grand Avenue Addition, City of Helena. It lies immediately north of the Northern Railway crossing, west of North Last Chance Gulch, and south of Chestnut Street. We also are lessees of that portion of Burlington Northern property between the railway itself and our own property.

The proposed project holds significant potential to drastically alter the good and productive value of our property. It is for this reason that we offer the following rather lengthy comments.

- 1) Access: Page 26 of the EIS states that West Chestnut Street will be restricted to right turn only. This will severely limit the ability of our customers and potential customers as well as our employees and tenants to enter our property in an orderly and logical manner. The result of this measure would be to force our people to travel from our property west on Chestnut to Gold Street (which is not improved nor maintained), then north on Gold Street to Poplar, then east on Poplar to Villard, then south on Villard to Last Chance Gulch just to get to and from our building. This would cause our customers undo confusion. Furthermore, with a combined payroll of 50 to 80 persons added to the traffic generated by our customers, the business on our property would produce a large volume of traffic through the residential neighborhood to the north.
- 2) Grade Change: In a letter to City Manager, Robert Erickson from John Kelly, dated August 7, 1981, it is stated that the grade at the Burlington Northern crossings will be raised 4.2 feet. It can be expected that this change will translate into a significant grade change at the Chestnut intersection. Any significant gradient change on Chestnut Street would

render this intersection nearly unusable and seasonally dangerous. This further erodes accessibility to our property.

- 3) Taking of Right-of-Way: Currently, it appears that the road enjoys a 70' right-of-way. Figure 2-2 on page 35, indicates that the width of the proposed improvement will be 100'. When taking into account the exaggerating effect of building the vertical alignment, it would appear that in total, a right-of-way of a minimum of 118' would be required for the improvement. Figure 4-1 indicates a horizontal offset to the west of the existing centerline by 22'. This would indicate that the roadway would require encroachment onto our property by approximately 46'. Conversely, our calculations show encroachment onto the east side of Last Chance Gulch in our vicinity to be only 2'. This would seriously jeopardize the functional value of our parking lot. The parking accommodations would be reduced from 22 spaces to 7 spaces. This would have a grievous affect on our ability to conduct business which could not be mitigated. Also, this shift westward in the roadway would further complicate the Chestnut intersection by increasing the gradient.
- 4) Negative Effect on Asthenic Value: We have undergone considerable planning and expence to insure that our property displays a positive appearance to the observing public. By moving the roadway closer to our building and increasing the vertical alignment, the property will suffer asthenically. The driver will be seeing eyelevel onto the upper portion of the second level at point blank range. The architectural design which has been achieved will be lost in hiding.
- 5) Negative Effect on Recognition: For 10 years we have displayed a Marque type reader sign in the proximity of our parking lot. The realignment of the roadway will force its removal. A suitable secondary site for this or any other sign would not exist under the circumstances.
- 6) Negative Effect on Expansion: In early 1980, we developed a master plan for the development of our property into an office complex, roughly two and one-half times its present size. This project has been fully drafted and would be now complete if the present state of the economy were more favorable. The project absolutely requires that we maintain our existing parking lot. The encroachment of this improvement onto our parking lot would scrub our expansion project.

The above points are the specific areas where we feel that the proposed project adversely affect our property. In addition to these, we have specific concerns with respect to the design itself.

We have been informed that the sum total of available engineering with respect to this project is included in the draft EIS. The material is sketchy, at best, and forces us to speculate in certain areas.

We do have very specific concerns with respect to the objectivity of the draft EIS. Specifically, it is apparent that the authors are sensitive to only

two entities involved: Montana Power Company, and Bausch Park. This is born out in the context of the report as well as the design standards.

In respect for the park, the width of the improvement is choked down to 52'. From somewhere in front of our property to Montana Avenue, a 100' improvement is scheduled. This is in spite of the fact that figures 1-2 and 1-3 project a higher traffic volume in front of the park than farther north.

An onsite evaluation of the park property area makes it very apparent that the most logical method of gaining roadway width would be to encroach upon or remove the seeded island between the Memorial parking lot and the existing road. From a recreational standpoint, it is clearly analogous anyway.

Figure 4-1 depicts a new curve in the road to facilitate the 22' offset at the railway crossing. Presently, the roadway is relatively free from horizontal displacement. Adding a bend at this point would seem to be a violation of the "greatest public good, least private injury" ideal for roadway modification. It is stated that the purpose for the 22' offset is twofold: 1) to mitigate any adverse impact to the Montana Power Company property and 2) to allow continued use of the existing structure as deture routes during construction.

The logical approach, again, would be to take the 22' offset on the east side of the existing structure rather than the west side. This, along with a taking of Memorial Park Island as indicated above, would leave the road totally straight at this point. It would also allow for medians and a continuation of the sidewalk. It appears that the damage done to Montana Power Company's plant would be confined to a loss of a large portion of their lawn. This would appear to be the only significant private consession to be made if the new road were to take this route.

Assuming that alternate route described above were to be incorporated, the taking of significant right-of-way in the proximity of our property would be on the east side of Last Chance Gulch rather than the west side. This would allow for a much more gradual curve which would again be in keeping with the "most public benefit, least private injury" idea.

In closing, we are not opposed to the concept of improving North Last Chance Gulch. Our concern is that it be done in a logical and objective manner. We have addressed our concerns above and trust that you will take them under advisement.

Yours very truly,

SHARBONO CONSTRUCTION, INC.

Delbert D. Sharbono
Delbert D. Sharbono, President

Date Recd. Preconst. 5-28-81		Act
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Nils C. Pearson, P.E.
524 1st Street
Helena, Montana 59601

April 30, 1981

Mr. Steven Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
Helena, Montana 59620

RE: Draft EIS
Cruse Avenue-M5813(1) &
North Last Chance Gulch-
M5807(1)-M5807(2)

Dear Mr. Kologi:

I offer the following thoughts concerning the above referenced EIS:

1. Some reference is made in the study to address intersection design for increased capacity in some areas of the study area. However, these references are not followed up by specific system capacity analysis. It appeared that if such a determination was made, at least the North Last Chance Gulch phase of the proposed work could be postponed until such time as the actual roadway capacity was nearing its limits. For example, a left turn lane installed on North Main in the southbound lane at Lyndale Avenue might allow the projected traffic of around 16,131 vehicles per day in 1990 might be handled. This would eliminate the necessity of addressing the North Main portion of the project until that time.
2. If an intersection at Custer and Interstate 15 is constructed during the planning period, I would think the average daily traffic count travelling south on North Main and then west on Lyndale would be reduced somewhat by lowering the through traffic count proceeding from the interstate to Highway 12 West. In other words, much of the through traffic might exit at Custer and proceed via Custer and Henderson. I assume this routing would be discussed in the updated transportation plan. If in fact the above is true, I suggest the consideration of this segment of the project be delayed until a positive determination can be made.
3. Because of the apparent funding limitations on the entire project, I suggest the decision makers in this project

Mr. Steven Kologi, Chief
Page Two
April 30, 1981

consider constructing a first segment of Cruse, M5815(1) so that it connects directly with Jackson at Lawrence Avenue. If such a configuration was installed, it could stand by itself and be much more useful than it would be with a "T" intersection at Lawrence. In other words, this first segment of the project would in itself be a "useful and useable unit". If funding for the Urban Transportation System is cut off, the first segment of the project could operate for many years and achieve much of the goal that has been set for providing access to the downtown area. Improvement of Jackson Street would, of course, be a necessary portion of the project. It might even include the rearrangement of the proposed five-way intersection at Neill Avenue and North Last Chance Gulch. However, even that intersection could be delayed should funding be unavailable.

4. Along the same lines, please consider an interim step of making Jackson and North Last Chance Gulch one way couplets with Jackson going southbound. Such a configuration would eliminate having to execute left turns on the southern limit of this couplet. This would, of course, require North Last Chance Gulch to be one way northbound. Of course, the effect of the five-way intersection at Neill Avenue and North Last Chance Gulch would have to be studied very carefully, but I do not honestly see what the difference would be on traffic control at that intersection.
5. Finally, I would like to see a more thorough discussion of the funding sources should the Urban System Funding be terminated. What alternate funding sources are available for each of these three separate segments of road?

Thank you for allowing me to comment on this draft EIS. It was well organized and clearly presented. I only hope that the guidelines set forth in it are not "cast-in-concrete" at this time.

Sincerely,


Nils C. Pearson

NCP/dal/207/K
cc: Chairman, Transportation Committee-HCC

P.O. BOX 804, HELENA, MONTANA 59601

406/442-2111

MASSMAN LAW FIRM

ATTORNEYS AT LAW: HUBERT J. MASSMAN, JOSEPH R. MASSMAN
MARK N. WILLIAMS

June 22, 1981

Mr. Steven Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
Helena, Montana 59620

RE: CRUSE AVENUE PROJECT

Dear Mr. Kologi:

Although I attended the Cruse Avenue and Last Chance Gulch reconstruction meeting at the City/County Building, at which time I expressed my support for getting the extension of Cruse Avenue from 6th to Lawrence completed at the earliest possible date, I did not support my position by letter.

From my position as owner of the Horsky Block site on the corner of North Last Chance Gulch and 6th Avenue, and as an owner of a substantial interest (and obligation!) in the Downtown Professional Center, 314 North Last Chance Gulch (formerly the Elks Building) making an early and final decision on this short two-block extension is very important to me and other property owners in that immediate area. There has been substantial investment and revitalization in the downtown area; and we have now reached the position where serious consideration must be given to additional downtown parking. If the extension from 6th Avenue to Lawrence is finalized and work is initiated, we "downtowners" can then address through our downtown property owners group and jointly with the City Commission the necessary changes in Jackson Street between 6th and Lawrence, both for parking and traffic routing. It appears feasible to have a level of parking off Cruse Avenue at the southeast corner of the Jackson Street parking, perhaps a center level of parking on grade with the entrance at the north end of the lot near the Kain Building, and a lower level of parking, perhaps off the southwest corner of the lot. This configuration would permit three levels of parking, with no loss of parking stalls for internal routing level-to-level.

Act	Info	MAIL ROUTE	DATE	INITIALS
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		30 Eng. Spec.		
		31 Contract Files		
		32 Loc. Road Design		
		33 Environ. Impact		
		34 Hydraulic		
		35 Surfacing Design		
		36 Photogrammetry		
		37		
		37 Plan. Hearing		
		38		
		39 Consultant Design		
		File		

OFFICES ON THE MALL: 36 SOUTH LAST CHANCE GULCH

Mr. Steve Kologi
June 22, 1981
Page 2

At any rate, we certainly need an early solution to this short section.

Very truly yours,


Hubert J. Massman
Attorney at Law

HJM/cak

May 26, 1981

Dear Mr. Kologri:

As to selected alternative routings, it would seem logical to us that the extension from Sixth Avenue to Lawrence using existing right of ways as much as possible would facilitate the earliest completion of this portion of the project. It would also seem logical that this section should be given first consideration. Other parts of the project could be completed as funding allows either in segments or entotal from Lawrence to Lyndale. As example; Lawrence to Eleventh Avenue, Eleventh Avenue, Neill and Last Chance Gulch Intersections improvement, and Neill to Lyndale.

With the new construction of the IBM building, the Workers Comp. building and the expansion of the Travelodge, Power Block and LaLonde buildings, I'm sure you are aware of the increased traffic potential in the area.

It is our sincere hope that you will sincerely consider the needs of the residents and business people in the downtown area and the growing traffic problems they are and will continue to experience.

Again, we urge that the Cruse Avenue project be given priority action.

[illegible]

Sincerely,

Alice Fryslië

Donald A. Johannsen

Owners: Olde State Pub. Bldg.
Your Travel Agency

AGF/a

**CAMPEAU
CRENNEN**
ARCHITECTS & PLANNERS

June 3, 1981

Mr. Steven Kologi
Chief, Pre-Construction Bureau
Montana Dept. of Highways
Helena, Montana 59601

Dear Mr. Kologi:

I want to express my support for the extension of Cruse Avenue as a downtown businessman and property owner. I consider this project to be vital to the future of downtown. The proposed improvements to North Main are also important to provide better access to downtown, but the first step should be the extension of Cruse to Lawrence. This step involves very little in property acquisition, and would certainly provide a better flow of traffic at Sixth Avenue.

It is my hope that this project receives top and immediate priority, and may then proceed to engineering and a letting at the earliest possible time.

Yours truly,

Marty Crennen
M. W. Crennen

MWC:ck

Date Recd. Preconst. <u>6-4-81</u>				
Act	Info	MAIL ROUTE	Attach	Initial
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		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
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		35 Surfacing Design		
		35 Photogrammetry		
		36 Traffic		
		37 Pub. Hearing		
		38 Sec. Urban		
		39 Consultant Design		
		<u>Rapp</u>		
		File		

GALUSHA HIGGINS & GALUSHA

HELENA, MONTANA

CERTIFIED PUBLIC ACCOUNTANTS
POST OFFICE BOX 1699
ARCADE BUILDING
111 NORTH LAST CHANCE GULCH
HELENA, MONTANA 59624
TELEPHONE 406/442-5520

May 28, 1981

Mr. Steven Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
Helena, Montana 59620

Re: Project M5815 (Public Hearing)

Dear Mr. Kologi:

I testified at the hearing May 27 at the City Council chambers on behalf of the 555 Fuller Avenue Partnership and also Galusha, Higgins and Galusha, who have an interest in the Arcade Building.

This will simply reconfirm that we are not only enthusiastically in support of "alternate #4" but that every effort should be made immediately to acquire the necessary property at the corner of 6th and Allen to do the first segment from 6th to Lawrence. The time-schedule of starting construction in April of 1984 is much too slow! With the announced phase out of federal funds we pledge, as did many others at the hearing, to assist in any way possible to expedite the construction of this segment and the use of Helena's funds before they are phased out.

Mr. Duane Lewis, of the Federal Highway Administration, explained to us that those projects which were ready to go would have a good chance of completion. Time is of the absolute essence!

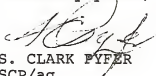
We also see no reason why the section from Neill to Lyndale that requires no property acquisition should not be completed on the temporary basis of the estimated \$65,000 - this year (1981). This would upgrade the appearance of the entrance into the downtown for an insignificant amount of money. Even if downstream some of it is a duplication, it will have been very worthwhile.

We also support the completion of the section from Lyndale to the structure over the Great Northern right-a-way immediately (and before 1984). We pledge any assistance that we may be able to give in Washington to acquisition of the "park" strip between the Memorial parking area and the highway to the East of the highway that was discussed at length by many of the audience. We also support the position of Mr. Sharbono that the curve at Chestnut be changed to do all of the taking and the construction of the structure on the East side of the highway instead of destroying his property and access.

Mr. Steven Cologi
May 28, 1981
Page 2

In conclusion, we again want to compliment the Highway and the engineers on the completeness of the information and the thoroughness of the hearings. While it has been a laborious process, it would seem that now the time is ripe to move with more than deliberate speed!

Sincerely yours,


S. CLARK PYFER
SCP/ag

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		37 Pub. Hearing		
		38 Sec. - Urban		
		✓ 39 Consultant Design		
		✓ Kapp		
		✓ File		

LAW OFFICES
LUXAN & MURFITT
 MONTANA CLUB BUILDING
 P.O. Box 1144
 HELENA, MONTANA
 59624

H. J. LUXAN
 WALTER S. MURFITT
 MICHAEL J. MULRONEY
 GARY L. DAVIS
 TERRY B. COSGROVE
 DALE E. REAGOR
 PATRICK E. MELBY

PHONE 442-7450
 AREA CODE 406

June 1, 1981

Mr. Stephen C. Kologi, Chief
 Preconstruction Bureau
 Montana Department of Highways
 2701 Prospect Avenue
 Helena, MT 59601

Dear Mr. Kologi:

I was unable to attend the public hearing on May 27 regarding Cruse Avenue, but as a downtown property owner, please place me on record as strongly favoring the continuation of Cruse Avenue northward from Sixth Avenue. I have no objection if the construction is done in phases, but I think it is essential to the economic viability of the central business district that the construction proceed at the earliest possible time.

Yours truly,

Gary L. Davis

GARY L. DAVIS

GLD/gv

Date Recd. Preconst. <u>6-2-81</u>		MAIL ROUTE	Attach	Initial
Act	Info	30		
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
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		37 Pub. Hearing		
		38 Sec. - Urban		
		39 Consultant Design		
		<i>Rapp</i>		
		File		

Capri, Inc.

516 Fuller Ave.

342 NORTH MAIN

HELENA, MONTANA 59601

P. O. BOX 1700

PHONE 442-3632

JAMES O'CONNELL, PRESIDENT

June 1, 1981

Mr. Steven Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
Helena, Montana 59620

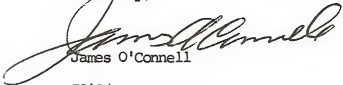
Re: Project M5815

Dear Mr. Kologi:

Would like to express my support of "alternate #4" and think that every effort should be made to acquire the necessary property at the corner of 6th and Allen to do the first segment from 6th to Lawrence. With the announced phase out of federal funds we also pledge to assist in any way possible to expedite the construction of this segment and the use of Helena's funds before they are phased out.

We also see no reason why the section from Neill to Lyndale, which requires no property acquisition should not be completed on the temporary basis of the estimated \$65,000 this year (1981). This would upgrade the appearance of the entrance into the downtown area.

Sincerely,


James O'Connell

JO'C/wr

Date Recd. Preconst. 6-2-81				
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		30 Eng. Specialties		
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		37 Pub. Hearing		
		38 Sec. - Urban		
		39 Consultant Design		
		40 <i>Rapp</i>		
		41 <i>File</i>		

NORTHWESTERN-BANK

350 North Last Chance Gulch
P.O. Box 597
Helena, Montana 59624
406/442-5050



May 28, 1981

Mr. Stephen C. Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59601

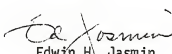
Dear Mr. Kologi:

On Wednesday evening, May 27, I attended the public hearing on the Cruse Avenue-North Last Chance Gulch project. I did not speak at the hearing but I do want to be on record as:

- o supporting the project's general concept of the transportation link from Montana Avenue to Sixth Avenue
- o Urging the construction of the project in phases starting with the right-of-way acquisition, design and construction of the section of Cruse from Sixth Avenue to Lawrence as soon as possible
- o the completion of Neill Avenue to Lyndale next, followed by Lyndale to Montana Avenue
- o favoring alternate #4 over the other alternatives for the section of Cruse between Lawrence and Neill and completing this section last using Jackson in the meantime.

This bank owns the parking lot on the east side of the Montana Powder and Equipment building on Lawrence. With the final completion of Cruse we would lose this parking lot, which is now provided for our employees. We are willing to relocate this parking to another area to see Cruse successfully completed.

Sincerely,


Edwin H. Jasmin
President

EJH/bs

Date Recd. Preconst		5-29-81	
Act	Info	MAIL ROUTE	Initial
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		30 Eng. Specialties	
		31 Contract Plans	
		32 Loc. Road Design	
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		35 Surfacing Design	
		35 Photogrammetry	
		36 Traffic	
		37 Pub. Hearing	
		38 Sec. Urban	
		39 Consultant Design	
		File	



2838 Webb Road • Box 1183 • Helena, Montana 59601 • 406-442-0400
516 Fuller Ave.

June 1, 1981

Mr. Steven Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
Helena, Montana 59620

Re: Project M5815

Dear Mr. Kologi:

Would like to express my support of "Alternate #4" and think that every effort should be made to acquire the necessary property at the corner of 6th and Allen to do the first segment from 6th to Lawrence. With the announced phase out of federal funds we also pledge to assist in any way possible to expedite the construction of this segment and the use of Helena's funds before they are phased out.

I see no reason why the section from Neill to Lyndale, which requires no property acquisition should not be completed on the temporary basis of the estimated \$65,000 this year (1981). This would upgrade the appearance of the entrance into the downtown area.

Sincerely,

Dean Williams, Manager

DW/wc

Date Recd. Preconst. 6-2-81				
Act	Info	MAIL ROUTE	Attach	Initial
		30		
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		38 Sec. Urban		
		39 Consultant Design		
		File		



P.O. Box 254 • Helena, Montana 59601

May 27, 1981

Pre-construction Bureau
Montana Department of Highways
2701 Prospect Avenue
Helena, Mt 59620

Gentlemen,

Downtown Helena has been viewing the progress of extending Cruse Avenue with much interest and concern. Certainly the early completion of this project is of vital importance to the welfare of the downtown area.

The Board of Directors of Downtown Helena, Inc., the association representing more than 50 retail firms in the downtown area, have gone on record approving the early completion of this thoroughfare. They are of the opinion that the future growth of this area will be greatly hampered until this project is finished.

It goes without saying the completion of this project is not only important to downtown but to the entire city as well.

Sincerely

Fred L. Rapp
Secretary
Downtown Helena, Inc.

Concetta Eckel, President

Date Recd. Preconst 6-1-81		MAIL ROUTE	Attach	Initial
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		38 Sec. - Urban		
		39 Consultant Design		



Diocese of Helena

North Ewing
Box 1729
Telephone (406) 442-5820
Helena, Montana
59624

Business Administration Office

May 28, 1981

Daniel Bartsch
Public Hearings Unit Manager
Montana Department of Highways
2701 Prospect Avenue
Helena, Montana 59620

Dear Mr. Bartsch,

We would like this letter included in the transcript of testimony presented at the Location Public Hearing on the Cruse Avenue Project held on May 27, 1981.

In regard to Alternate #2: While the Diocese of Helena would not present too much opposition to the fair market value purchase of the Helena Catholic Center and the old St. Helena's School, we would object to any alteration of the Cathedral or the grounds surrounding this historical building.

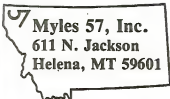
Sincerely,

John J. McCarthy
John J. McCarthy
Director of Buildings & Lands

JJM/cf

cc: Bishop Elden F. Curtiss
Federal Highway Administration

Act	Info	MAIL ROUTE	Attach	Initial
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22 May 1981

Mr. Steven Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
Helena, MT 59601

RE: CRUSE AVENUE PROJECT M5815(1)

Dear Mr. Kologi,

First I would like to thank you & the Montana Department of Highways for all the information that has been made available to the persons in the area of which this project will effect.

Many residents of this area will never be heard from in any way as they are senior citizens and feel that their input will have little or no consideration. Some of my views are based on their input to me.

The following information is mainly based on the fact that my home at 611 North Jackson Street is now being lived in by a fourth generation, and we would like this home to stay in a low traffic residential area, so the up coming generations may use this home as I and my family are at this time.

1. I strongly support the NO-ACTION ALTERNATIVE.
2. Alternate Number Four is my choice if this project is to excepted.
3. Any of the alternates could be excepted if a cul-de-sac is added to the south end of the 600 block of Jackson Street.
4. It is my feeling that project M5807(1) and project M5807(2) should be started as soon as can be and wait on project M5815(1).

Thank you for providing me with an opportunity to comment on this project.

Truly,

M.E. "Mickey" Nelson, Coroner
President Myles 57 Inc.

Date Recd. Preconst. 5-29-81		Initial
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		36 Traffic
		37 Pub. Hearing
		38 Sec. Urban
		39 Consultant Design
		File

The Independent Record

P.O. BOX 4240

HELENA, MONTANA 59601

(406) 442-7190

May 27, 1981

Mr. Steven Kology
Chief of Pre-Construction Bureau
Montana Highway Department
2701 Prospect
Helena, Montana

Dear Mr. Kology:

I am writing to express my support, and my company's support, for the earliest possible continuation of the Cruse Avenue project in downtown Helena.

While I realize there are many competing demands for limited funds, I believe the completion of the downtown loop offers the most effective contribution the state can make to preserving the economic health of its capital. To abandon the project at this time would tend to waste the millions of dollars already spent, while making the completion of the loop at some future time prohibitively expensive.

Aside from the value of easy traffic access to the central business district and Helena's historic core, Cruse is becoming an increasingly vital corridor for state employees in many downtown locations. With construction of the new state office building downtown, as well as the new IBM building, traffic congestion will become even more severe.

Your consideration for the furtherance of this project will be appreciated.

Sincerely,

William N. Roesgen
William N. Roesgen
Publisher

Act	Date Recd.	Info	MAIL ROUTE	Attach	Transit
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		30	Frc. Specities		
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		36	Photogrammetry		
		37	Traffic		
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Montana's Capital City Newspaper



globe



THE MAN'S STORE
361 N. Last Chance Gulch
Helena, Montana 59601
406-442-2490

THE WOMAN'S STORE
40-42 So. Last Chance Mall
Helena, Montana 59601
406-442-5464

HELENA, MONTANA

June 16, 1981

Mr. Steven Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
Helena, Montana 59601

Dear Mr. Kologi:

I am writing you as a business person in downtown Helena and also as a concerned citizen.

After many studies, meetings and conferences, the City of Helena designated the Cruise Avenue extension as its first priority to use the available urban system funds for Helena.

Since these funds are limited and may not be available to complete the whole project, I urge you to expedite the first stage of the project, i.e. from Sixth Avenue to Lawrence Street.

Is there any reason why land acquisition can not begin immediately? Is there any reason why the highway department should not honor the cities designation of the Cruise Avenue project as its highest priority?

Date Recd. 6/18/81

MAIL ROOM	DATE	TIME	INITIALS
30 Mr. Kologi	6/18/81		
31 Mr. Kologi			
32 Mr. Kologi			
33 Mr. Kologi			
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96 Mr. Kologi			
97 Mr. Kologi			
98 Mr. Kologi			
99 Mr. Kologi			
100 Mr. Kologi			

Sincerely,

Jean Weeks
Jean Weeks, President
GLOBE CLOTHING CO. INC.

MONTANA DEPT. OF HIGHWAYS
RECEIVED

JUN - 8 1981

HELENA, MONTANA

Backhat (21)
2008 5th Avenue
Helena, Mt.
June 5, 1981

Gary J. Wicks
Director of Highways
Highway Department
Helena, Mt..

Re: Cruse Avenue

We are the owners of approximately 100 foot frontage on North Main, plus same on Jackson Street and a parking area on the east side of Jackson - Dawn Hotel property.

We oppose Alternate two (2) and four (4) because it would take our hotel parking on Jackson Street and the construction period would jeopardize the boiler room for the Hotel - this boiler room is located fifteen (15) feet below the Jackson Street elevation and has a rock retaining wall. Not having a parking lot we feel would result in a twenty five to thirty percent lose of business to the hotel.

It is our firm belief that every effort should be made to hasten all decisions on Cruse Avenue and to proceed quickly before Federal money is lost and the inflation rate goes any higher.

Sincerely,

Norman Schneckloth
Patricia Schneckloth

PROJECT M 5815(1)
CRUSE AVENUE
6th AVENUE TO NEILL AVENUE
HELENA MONTANA
0.3¹ MILES

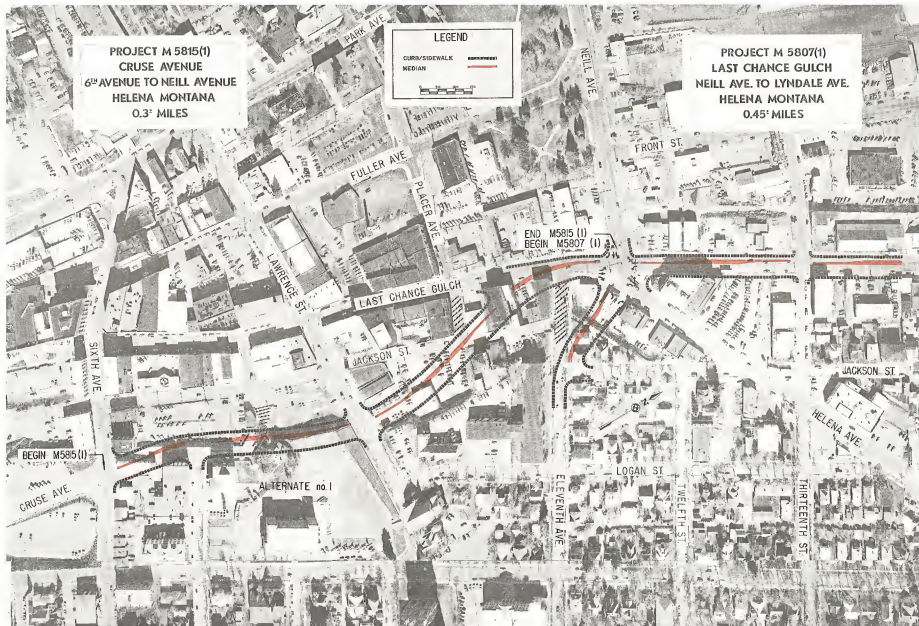
LEGEND

CURB/SIDEWALK

MEDIAN



PROJECT M 5807(1)
LAST CHANCE GULCH
NEILL AV. TO LYNDAL AV.
HELENA MONTANA
0.45¹ MILES



PROJECT M 5815(1)
CRUSE AVENUE
6TH AVENUE TO NEILL AVENUE
HELENA MONTANA
0.3¹ MILES

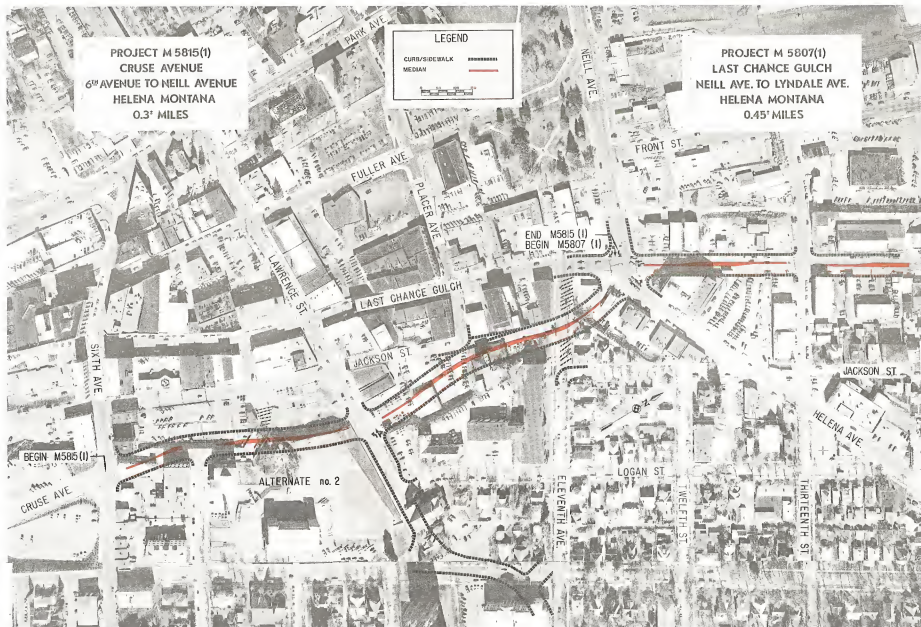
LEGEND

CURB/SIDEWALK

MEDIAN



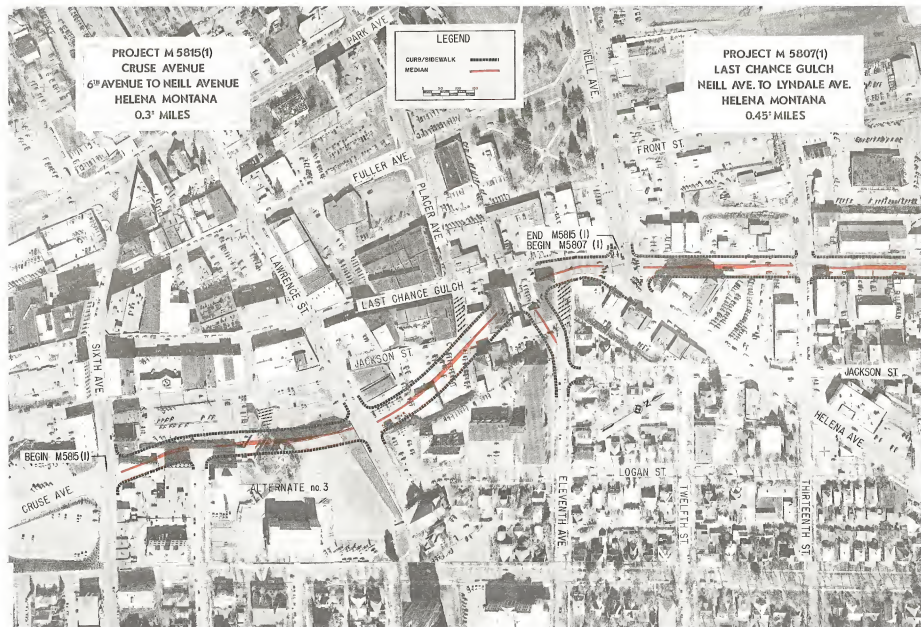
PROJECT M 5807(1)
LAST CHANCE GULCH
NEILL AVE. TO LYNDAL AVE.
HELENA MONTANA
0.45¹ MILES



PROJECT M 5815(1)
CRUSE AVENUE
6TH AVENUE TO NEILL AVENUE
HELENA MONTANA
0.3¹ MILES



PROJECT M 5807(1)
LAST CHANCE GULCH
NEILL AVE. TO LYNDAL AVE.
HELENA MONTANA
0.45¹ MILES



PROJECT M 5815(1)
CRUSE AVENUE
6TH AVENUE TO NEILL AVENUE
HELENA MONTANA
0.3¹ MILES

LEGEND

CURB/BIKEWALK
MEDIAN



PROJECT M 5807(1)
LAST CHANCE GULCH
NEILL AVE. TO LYNDAL AVE.
HELENA MONTANA
0.45¹ MILES

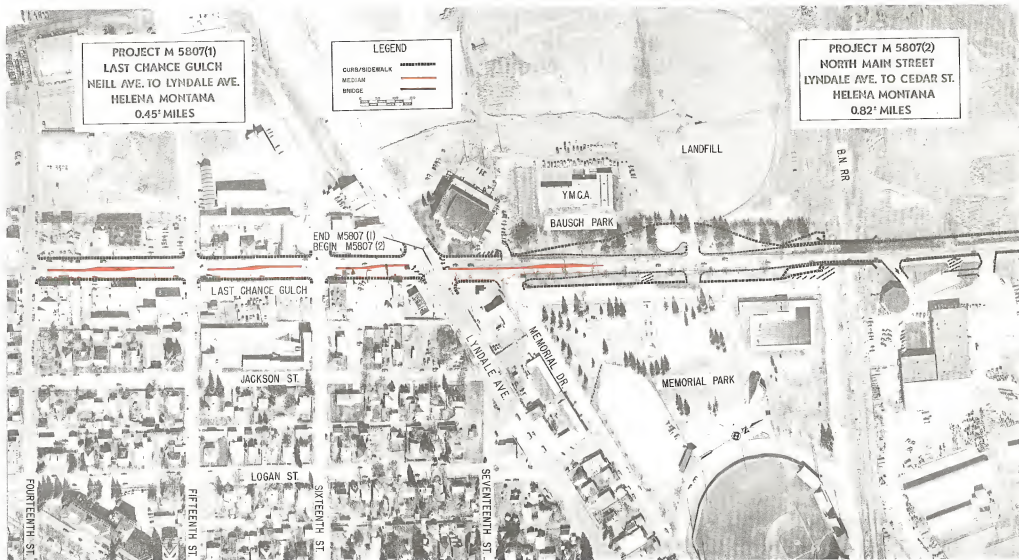
END M5815 (1)
BEGIN M5807 (1)

ALTERNATE NO. 4

PROJECT M 5807(1)
LAST CHANCE GULCH
NEILL AVE. TO LYNDALE AVE.
HELENA MONTANA
0.45' MILES



PROJECT M 5807(2)
NORTH MAIN STREET
LYNDALE AVE. TO CEDAR ST.
HELENA MONTANA
0.82' MILES



PROJECT M 5807(2)
NORTH MAIN STREET
LYNDALE AVE. TO CEDAR ST.
HELENA MONTANA
0.82 MILES

LEGEND

